



**COLORADO**  
Department of  
Transportation

# **I-70 East Final Environmental Impact Statement and Section 4(f) Evaluation**

**JANUARY 2016**

**VOLUME 3 OF 3, PART 1 OF 3**

**Attachment Q: Supplemental Draft EIS Comments and Responses**  
*Agencies and Elected Officials, Businesses, and Special Interest Groups*



[I-70EAST.COM](http://I-70EAST.COM)



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# Supplemental Draft EIS Comments and Responses

## Supplemental Draft EIS Comment Period

The comment period on the Supplemental Draft EIS began on August 29, 2014 and was scheduled to end on October 13, 2014. Because of multiple requests for additional time, the review period was extended through October 31, 2014. Formal open houses/public hearings were held in September 2014.

During the comment period, nearly 900 individual submissions—many containing multiple comments—were received from the public, stakeholders, and agencies.

Comments received were posted on the project website, [www.i-70east.com](http://www.i-70east.com), shortly after the close of the comment period.

## How to find specific Responses to Comments

The comments received and responses are presented side-by-side in this document. Comments are organized into the following groups: Agencies and Elected Officials, Businesses, Special Interest Groups, and Citizens. Comments within each group are organized alphabetically, Citizens are alphabetized by last name (see Table of Contents).

Part 1 of Attachment Q includes:

- Frequently Received Comments and Response
- Comments from Agencies and Elected Officials
- Comments from Businesses
- Comments from Special Interest Groups

Part 2 and 3 of Attachment Q includes:

- Comments from Citizens

Each topic within the comments is coded with a letter, and responses to each letter can be found on the right. In some cases, when the

responses do not fit, they are continued on the next page.

The responses are structured to be comprehensive and address the content of the comments. Please refer to the main document of the Final EIS (Volume 1) for the list of Acronyms and Abbreviations.

Comments that provided either support or opposition for the project were reviewed by the project team and responded simply with a “comment noted.”

The reader may be referred to other similar responses and/or the text in the Supplemental Draft EIS or Final EIS; this is done to create a more concise response and to help guide the reader to the sections where additional information about the content of the comment is contained.

A list of Frequently Received Comments was prepared and responded to in order to capture a majority of the topics that were commented on. The Frequently Received Comments start on page 1 of Part 1. Again, the responses address topics that were commented on by multiple reviewers and address the majority of the comments submitted. Many of the responses to individual comments refer the commenter to a specific response (or responses) for more details.

For each response to a frequently submitted comment, the response refers the commenter or reviewer to the topic and response number where the frequent responses can be located, an example is shown below:

For information on the Steele/Vasquez interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.


Comments on the left

Responses on right

I-70 East Final EIS

Comments

Source: Submittal Document Number: 387 Name: U.S. Department of the Interior



United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
Denver Federal Center, Building 67, Room 18  
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TAKE PRIDE  
IN AMERICA

ER-14/0547

John Cater  
Colorado Division Administrator  
Federal Highway Administrator  
12300 West Dakota Avenue, Ste. 180  
Lakewood, CO 80228

Dear Mr. Cater:

Thank you for the opportunity to review and comment on the Department of Transportation (DOT), Draft Supplemental Environmental Impact Statement (DSEIS) and Section 4(f)/6(f) Evaluation for the I-70 East Project, Denver County and Adams County, Colorado.

SECTION 4(f) EVALUATION COMMENTS

The Department appreciates that you have coordinated with various agencies regarding this project and the development of the Section 4(f) Evaluation. We encourage continued coordination with these agencies throughout the life of this project.

We acknowledge that this project will potentially affect numerous Section 4(f) properties including 126 historic properties, 45 parks, and 72 recreational areas, for which the Section 4(f) Evaluation indicates a *de minimis* finding. Without concurrence on the finding of effect from the Colorado State Historic Preservation Officer (SHPO) for effects to historic properties pursuant to Section 106 of the National Historic Preservation Act, the *de minimis* finding appears to be prematurely applied.

For park and recreational Section 4(f) resources, we concur with the *de minimis* finding, provided that the appropriate agencies have had an opportunity to review and concur with this finding. For historic properties, without concurrence on the finding of effect from SHPO and resolution of potential adverse effects, we are unable to concur that there is no feasible or prudent alternative to the Preferred Alternative selected in the document, and that all measures have been taken to minimize harm to these resources.

We respectfully request another opportunity to review the Section 4(f) Evaluation following evidence of this information.

Commenter Name or Agency, Business, Special Interest Group

A

Comment Code

Supplemental Draft EIS Comments and Responses

Responses to Comments

A SHPO concurrence has been received on effects since the publication of the Supplemental Draft EIS. Additionally, *de minimis* findings for parks and recreation section 4(f) resources have been reviewed and concurred upon by the agencies with jurisdiction. Section 4(f) resources are discussed in Chapter 7, Section 4(f) Evaluation in the Final EIS.

A

Response Code

Comments that were received in Spanish are included along with responses, with translations (comments and responses) included on the following page.

## Sources of Comments Received

- Comments on the Supplemental Draft EIS were submitted through a variety of methods including:
- Submittal – online form through the project website, emails to [contactus@i-70east.com](mailto:contactus@i-70east.com), written comments or letters, comment forms from the public hearings (submittal)
  - Public hearing transcript – testimony from the public hearings
  - Voice mail – recorded telephone messages

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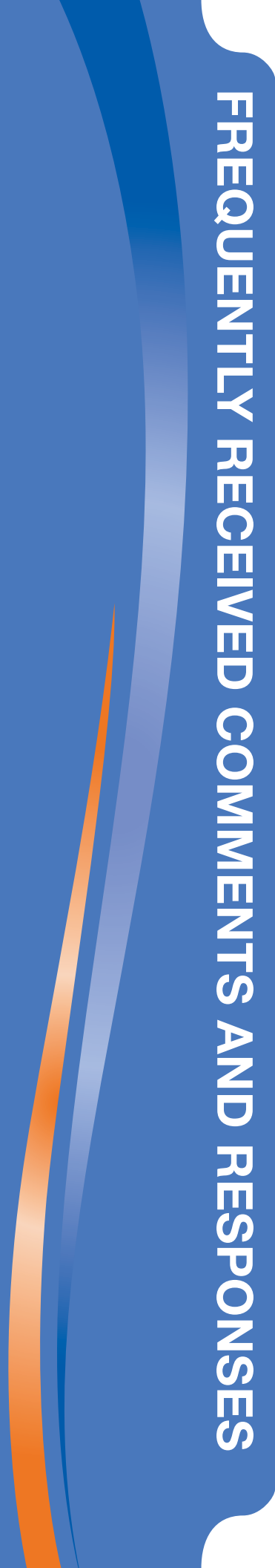
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# Frequently Received Comments and Responses on the Supplemental Draft EIS

A list of Frequently Received Comments was prepared and responded to in order to capture a majority of the topics that were commented on. The responses address topics that were commented on by multiple reviewers and address the majority of the comments submitted. These topics include general, information, outreach efforts, alternatives analysis, impacts and mitigations, Preferred Alternative, air quality and health, property impacts, environmental justice, transportation and traffic, and funding strategies. Many of the responses to individual comments refer the commenter to a specific response (or responses) for more details.

## General Topics

**GEN1. What is the purpose of the I-70 East project?**

The purpose of the I-70 East project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70.

**GEN2. What are the limits of the I-70 East project, and why were they selected?**

The I-70 East project limits extend along I-70 between I-25 and Tower Road. The project area covers locations within Denver, Commerce City, and Aurora. This document focuses on the neighborhoods of Globeville, Elyria and Swansea, Northeast Park Hill, Stapleton, Montbello, Gateway, and a portion of Aurora.

Existing and forecasted traffic volumes were the main factor in determining the project limits on I-70. Forecasted traffic volumes for the year 2035 range from 95,000 to 270,000 vehicles per day between I-25 and Peña Boulevard, declining east of there. The western limit is I-25 because of the high diversion of traffic from I-70 to both northbound and southbound I-25. Between 40 percent and 50 percent of traffic traveling westbound on I-70 diverts onto I-25. Tower Road is the eastern limit because the traffic volumes drop substantially east of Peña Boulevard.

**GEN3. Why is the highway being widened to five lanes in each direction?**

The Final EIS traffic analysis used the 2035 DRCOG regional travel demand model to forecast horizon-year traffic volumes to determine the number of lanes that will be needed in the horizon year. This model uses planned employment and population data to determine traffic volumes, as discussed in Chapter 4, Transportation Impacts and Mitigation Measures of the Final EIS. This model also accounts for planned improvements to other modal networks, including transit.

Between Brighton Boulevard and I-270, both eastbound I-70 and westbound I-70 are projected to carry more than 10,000 vehicles per hour in the peak design period. Between I-270 and I-225, both eastbound I-70 and westbound I-70 are projected to carry upwards of 15,000 vehicles per hour in the peak design period.

Based on the Transportation Research Board’s *Highway Capacity Manual*, to achieve a minimum level of service threshold for a freeway, approximately 2,000 passenger cars must pass per hour per lane. The planned Build Alternatives propose a five-lane cross-section including an additional lane in each direction between I-225 and I-270 to meet the forecasted capacity needs. Detailed traffic modeling confirms the proposed improvements. Additionally, the volumes and proposed number of lanes were compared to other freeways in metro Denver, further confirming the proposed cross sections. Detailed information on traffic volumes and forecasting is available in Chapter 4, Transportation Impacts and Mitigation Measures of the Final EIS. Additionally, CDOT and FHWA also considered the need for the highway lanes based on very recently released DRCOG projections of traffic for 2040 that are slightly lower than the 2035 estimates. Based on the segment-by-segment assessment, the agencies concluded that the Phase 1 project lane configurations were still appropriate. See Attachment E, *Traffic Technical Report* for more information.

**GEN4. How is CDOT using the American Planning Association’s Peer Review in the project’s decision making process?**

The American Planning Association (APA) conducted a peer review of the I-70 East project during the public comment period for the Supplemental Draft EIS. This review was performed independently from CDOT and FHWA, when the I-70 East project team normally is

restricted from participating in such activities. The project team provided some information to answer APA’s questions, but was precluded from responding in an in-depth manner at that time.

CDOT asked APA to submit the report as a comment to the Supplemental Draft EIS process, which would provide the project team an opportunity to respond directly to the questions and observations set forth in the report. The APA declined, saying that it was, “... offering our insights to Denver for your consideration as you move forward with next steps in relation to the project.” The Final EIS provides new information and context relevant to the resulting report, addressing many of the questions it raises, in areas such as travel demand modeling or managed lanes.

**GEN5. Will there be a requirement for the contractor to hire from the impacted neighborhoods?**

CDOT is prohibited by federal law from requiring contractors on any federally funded project to hire from a particular location or neighborhood. However, CDOT has submitted an application and received approval under Special Experiment Project 14 (SEP-14) for the US DOT pilot program to execute geographic-based hiring preferences for the I-70 East project. Additionally, CDOT will facilitate opportunities to promote local hiring, including hosting local job fairs. CDOT is researching funding a local workforce development program aimed at job readiness training prior to construction. In general, community outreach will continue to be a very important part of the project, particularly as construction nears. CDOT will look to a variety of tools to ensure that local residents and businesses are well informed of the construction phasing and approach.

## Outreach Efforts

**OUT1. How has CDOT involved the public and other project stakeholders in the decision making process?**

CDOT has conducted continuous public involvement on the I-70 East project for more than 11 years, including door-to-door outreach and public and neighborhood meetings in the most directly impacted neighborhoods. As part of its outreach efforts, CDOT convened a committee of community and stakeholder representatives in 2009 after publication of the 2008 Draft EIS. This group, the Preferred Alternative Collaborative Team (PACT), met regularly over the course of one year

# Frequently Received Comments and Responses on the Supplemental Draft EIS

to help identify a preferred alternative. The information gathered during the outreach process has helped the project team refine the project alternatives. Stakeholder involvement will continue through final design and construction.

Some of the meetings, such as the Community Leaders meeting, are intended to be informal. Public meetings held by the I-70 East project team are held in the evenings with notices sent to the public and stakeholders two weeks prior to the meeting. CDOT has used many different public outreach techniques to invite the public to participate in the meetings. These techniques include, but are not limited to, email blasts, mailers, flyers, door-to-door canvassing, phone invitation, and a neighborhood informational kiosk.

To encourage public participation and to make the meetings accessible for the general public, all public meetings have been held at ADA-accessible locations in nearby neighborhoods including, but not limited to, Elyria and Swansea, Commerce City, Aurora, and Northeast Park Hill. Food, childcare, and Spanish translation also have been provided at all of CDOT’s public meetings.

Comments received during public outreach efforts were considered by CDOT and were incorporated in the decision making process as appropriate. These changes include, but are not limited to, refinements to the mitigation commitments, updating the air quality analysis, keeping the Steele Street/Vasquez Boulevard interchange open, and coordinating with Denver on drainage solutions.

Please refer to Chapter 10, Community Outreach, of the Final EIS for details about the project’s outreach efforts to the public and stakeholders.

**OUT2. How are public meeting notes and materials made accessible to the public and other interested parties?**

I-70 East project-specific public meetings are documented and the meeting notes from these meetings are available on the project website (<http://www.i-70east.com/>) and were available as hard copies upon request. Handout materials from meetings are translated into Spanish and translators are available at every meeting. Official public hearings on the 2008 Draft EIS and Supplemental Draft EIS included transcripts, which also are available on the project website. This documentation has been used to help inform the NEPA process.

**OUT3. How did CDOT ensure the Spanish-speaking community was involved in the process and had access to project materials?**

Spanish translators have been available throughout the process at every public meeting and at the project office during the Supplemental Draft EIS public comment period. The Executive Summary for the Supplemental Draft EIS and the Final EIS are published in both English and Spanish. The materials on the English website are translated to Spanish on a regular basis and are included on the Spanish version of the website (<http://www.i-70east.com/index-es.html>). All printed and electronic materials distributed to the public—including mailers, flyers, emails, newsletters, and posters—are bilingual in English and Spanish. Door-to-door outreach in the impacted communities also has been conducted with Spanish-speaking team members.

## Alternatives Analysis

**ALT1. Why can’t CDOT select an alternative that has no impacts to the surrounding environment?**

In NEPA, there is typically a No-Action Alternative that has no impacts other than routine maintenance activities. The I-70 viaduct needs to be replaced because of its deteriorating structural conditions. Therefore, the No-Action Alternative for the I-70 East project cannot be a true “No-Action Alternative” due to safety issues. The No-Action Alternative replaces the viaduct, but does not add capacity in terms of additional lanes. However, this alternative does require adding width to the replaced structure. All alternatives that are under consideration, including the No-Action Alternative, expand the footprint of the roadway to meet current design and safety standards. See Chapter 3, Summary of Project Alternatives, of the Final EIS for more information on the alternatives.

**ALT2. Are alternatives being considered that would remove I-70 East from its current alignment?**

More than 90 alternatives have been considered during the EIS process, including alternatives that realign and reroute I-70, an alternative to avoid the environmental justice community of Elyria and Swansea, and an alternative that used local networks. One alternative that would have realigned a portion of the highway was advanced as an alternative in the

2008 Draft EIS, but was later eliminated through the public involvement process and because it was clear that the alternative did not meet the purpose and need of the project. Other alternatives that move the highway away from the current alignment were evaluated and found not to be reasonable alternatives. All alternatives currently being evaluated are located on the current alignment of I-70. See Chapter 3, Summary of Project Alternatives, of the Final EIS for more information on the alternatives development and analysis process.

**ALT3. Was the I-270/I-76 Reroute Alternative considered, and will CDOT perform a Supplemental Draft EIS on the Reroute Alternative?**

The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project’s purpose and need. Elimination of the alternative was reaffirmed in Section 3.5 of the 2014 Supplemental Draft EIS after additional analysis was performed because it does not meet the project’s purpose to implement a transportation solution that improves safety, access, and mobility, and it does not address congestion on I-70. As discussed in Section 3.9 of the Final EIS, it is not a reasonable alternative because:

- Rerouting I-70 while leaving 46th Avenue at its current location encourages highway users to use 46th Avenue to reach their destinations rather than staying on I-70. Because of this, there will be a substantial increase in traffic volumes on 46th Avenue, which introduces safety, access, and mobility issues in the surrounding neighborhoods and also creates a barrier for bicyclists and pedestrians moving through the community.
- Based on the traffic analysis, traffic volumes forecasted for 2035 on 46th Avenue if I-70 was to be rerouted will be 10 to 20 times higher (more than 50,000 vehicles per day) than the traffic forecasted for 46th Avenue with the alternatives that leave the highway at its current location.
- Rerouting I-70 also will force delivery trucks and other large vehicles to use 46th Avenue frequently to reach the industrial areas and businesses located near the existing I-70.
- There would be an increase in out-of-direction travel, causing mobility issues. Of the traffic heading west on I-70, approximately 50 percent continues past I-25, staying on I-70. The Reroute



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Alternative adds two miles of out-of-direction travel for these vehicles. Thirty-five percent of the traffic heading west on I-70 exits to southbound I-25. The Reroute Alternative adds four miles of out-of-direction travel for these vehicles, resulting in increased travel times.

- There will no longer be multiple east-west highway route choices in the area. The multiple route choices are beneficial for emergency access.
- This alternative requires more than 12 miles of major highway widening along I-270 and I-76. This increases the project construction cost to approximately \$3.5 billion to \$4 billion, which is twice as much as existing alignment alternatives.
- Many stakeholders—including Commerce City, Adams County, the North Area Transportation Alliance, and the Colorado Motor Carriers Association—have expressed continued opposition to this alternative.

Because it has been determined that the I-270/I-76 Reroute Alternative is not reasonable, an additional Supplemental Draft EIS to analyze the impacts for this alternative in more detail is not necessary. To see more details on the analysis performed on the I-270/I-76 Reroute Alternative, please see Attachment C, *Alternatives Analysis Technical Report Addendum*.

### ALT 4. Is the Revised Viaduct Alternative still being considered in the Final EIS?

The Revised Viaduct Alternative is a reasonable alternative and is considered and evaluated in the Final EIS. However, the Partial Cover Lowered Alternative with Managed Lanes has been identified as the Preferred Alternative. It provides more opportunities for mitigation in the Elyria and Swansea neighborhood and is more widely supported by the community and various stakeholders.

## Impacts and Mitigation Measures

### IMP1. What plans does CDOT have to offset the project’s impacts?

Many of the mitigation measures CDOT is committing to include are typical mitigation measures that would be part of any project. One example is Best Management Practices (BMPs), which are effective, feasible (including technological, economic, and institutional considerations) conservation practices and land and water management measures that avoid or minimize adverse impacts to natural and cultural resources. BMPs may include schedules for activities, prohibitions, maintenance guidelines, and other management practices. Physical BMPs may include items such as hay bales for erosion control or silt fencing.

Additionally, many of the resources evaluated involve regulatory items or procedures that need to be followed, and may include mitigation requirements. Typical BMPs and regulatory items are included in the estimate to construct the project, and are not called out separately unless there is specific reason for doing so. The majority of these items are captured within the specifications/construction plans for the project.

Examples of typical mitigation measures and standard BMPs and regulatory items to be provided include (note this is not an all-inclusive list):

- Compensate any person(s) whose property needs to be acquired for the Preferred Alternative according to the U.S. Constitution and the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970, as amended.
- Follow the Programmatic Agreement with the State Historic Preservation Office (SHPO) for mitigation commitments to historic resources.
- Construct noise walls, as required, to minimize noise impacts for post-construction conditions.
- Conduct preconstruction paleontological surveys and continuous paleontological monitoring during all phases of construction.
- Return all parks and trail crossings to their pre-construction state, and maintain trail access during construction.

- Mitigate permanent impacts to Section 6(f) properties (certain public recreation and outdoor properties) in accordance with Section 6(f)(3) of the Land and Water Conservation Fund (LWCF) Act.
- Cover, wet, compact, or use chemical stabilization binding agents to control dust and excavated materials at construction sites.
- Use wind barriers and wind screens to prevent spreading of dust from the site.
- Cover all dump trucks leaving sites to prevent dirt from spilling onto streets.
- Prohibit unnecessary idling of construction equipment.
- Locate construction staging areas as far away as possible from residential uses.
- Comply with Senate Bill 40 (state wildlife and habitat protection), CDOT Impacted Black-Tailed Prairie Dog Policy, and CDOT Standard Specifications for protection of migratory birds.
- Mitigate unavoidable, permanent wetland impacts at a 1:1 ratio in a wetland mitigation bank in the South Platte River watershed.
- Return wetlands temporarily impacted to pre-construction conditions.
- Use best management practices for groundwater dewatering, treatment, and disposal during the construction process.
- Implement standard construction measures for stormwater erosion control.
- Investigate ways to maintain safe and efficient connections through the neighborhood during construction for all modes of transportation. This will mean active communication to the residents so that they are aware of temporary street closures and detours. It could also include working with RTD to minimize disruptions to service areas and schedules.

Comments received during public outreach efforts were considered by CDOT and reasonable and feasible mitigation ideas were incorporated in the project as appropriate. In response, the project team has developed additional mitigation measures beyond those required or normally

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provided in Colorado to lessen the adverse impacts in the project study area. Any mitigation measures included in the Record of Decision for the project must and will be completed.

- Provide a covered segment over I-70, up to 1,000 feet long, where it will pass below grade through the Elyria and Swansea Neighborhood, including an urban landscape on top.
- Provide for a base level of landscaping on the highway cover necessary to provide an active community space for surrounding residents and local neighborhoods, support social and pedestrian connections in the Elyria and Swansea Neighborhood, and provide new space for the Swansea Elementary School.
- Provide funding to Community Resource Housing Development Corporation (CRHDC), which they will use to assist residential and business displacees with financial counseling and procurement of financing for replacement property and securing business and residential loans. CDOT has already provided funding to CRHDC as early mitigation.
- To reduce impacts from dust and noise during construction, for homes between 45th and 47th Avenues, from Brighton Boulevard to Colorado Boulevard:
  - Provide interior storm windows
  - Provide two portable or window-mounted air conditioning units with air filtration and assistance to pay for the potential additional utility costs during construction
- Provide \$2 million to replace some low-income housing units acquired in the Elyria and Swansea Neighborhood through existing available programs.
- Facilitate opportunities to promote hiring individuals from the communities, such as job fairs with contractors. Other areas that CDOT is researching include investing funds in a local workforce development program aimed at job readiness training prior to construction and submitting an application for the US DOT pilot program to execute geographic-based hiring preferences for the I-70 East project.
- Contribute to existing programs that facilitate access to fresh food.

- Provide a robust and context-sensitive communications and outreach plan throughout construction to ensure residents are kept informed.
- Redesign and reconstruct the Swansea Elementary School playground, including building a playground in a temporary location during construction and rebuilding school parking facilities. Other mitigation measures for the school include:
  - Install new windows, doors, and a new heating and ventilation system (HVAC).
  - Build two additional classrooms.
- Collect representative soil samples of three or four recently cleaned-up residential properties pre-, during, and post-construction to test for lead and arsenic to ensure that the properties aren't re-contaminated due to construction activities. Require contractor to implement standard dust control measures (specifically, for PM10), like watering, erosion control blankets, or reseeded, as a condition for conducting work. In addition, continuous PM10 monitors will be placed along portions of the project corridor where active construction is under way. These monitors will have "alert levels" to give early notice to onsite construction workers if there are high dust readings so they can address the problem immediately.
- Provide funding and participate in a documentary covering the history of I-70 East and its relationship to the Elyria and Swansea and Globeville neighborhoods. CDOT has already completed this task as early mitigation. This documentary is available on the project website at [www.I-70east.com](http://www.I-70east.com).

For more detail on and the full list of mitigation measures, refer to Section 5.23, Summary of Project Impacts and Mitigations, of the Final EIS.

### IMP2. How will water from heavy weather events be conveyed and treated in the lowered section?

Project design for the Partial Covered Lowered Alternative provides capture and conveyance for the 1-percent annual chance (100-year) storm event and substantially reduces the risk of flooding north of I-70, compared to the existing conditions. An onsite drainage system will capture stormwater from the highway and an offsite drainage system will capture stormwater from the surrounding neighborhoods. Prior

to discharging to the receiving stream, the onsite drainage system will discharge to a water quality pond to provide water quality treatment. The outlets of the ponds are smaller than the inlets of the ponds, so runoff is temporarily stored in the ponds and releases over a period of a few days. During this time (CDOT requires a minimum drain time of 40 hours), sediment settles out of the runoff and is stored in the ponds. The runoff, with reduced sediments, discharges to the South Platte River. Permanent water quality BMPs are included in the design for these systems.

Denver is in the planning stages of its separate Two Basin Drainage Project. Depending on the timing of Denver's construction of the Two Basin Drainage Project, it could allow for the outflow of the I-70 East offsite system to be modified, reducing I-70 East impacts for the Preferred Alternative.

### IMP3. How will the highway traffic noise be minimized in the adjacent neighborhoods after construction?

Noise impacts and mitigation measures were analyzed in accordance with CDOT's *Noise Analysis and Abatement Guidelines* (2015). Thorough analysis was conducted for each neighborhood and each alternative, including the noise reduction associated with the lowered highway and cover in the Partial Cover Lowered Alternative. Mitigation analyzed optimal noise wall placement and height for all impacted receptors. Analysis then determined if the optimal noise walls were feasible and reasonable per CDOT's standards. The Final EIS provides details and locations of sound walls that are found to be feasible and warranted. For more information regarding noise analysis and the proposed mitigation measures, see Section 5.12, Noise, of the Final EIS.

### IMP4. How will construction impacts to Swansea Elementary School be mitigated?

CDOT has been working with DPS to develop construction mitigation measures for Swansea Elementary School. An alternate location for the school will not be implemented during the construction period.

Mitigation measures for the school include providing a new HVAC system, doors, and windows to reduce the dust and noise impacts to the school and its users, specifically during the roadway construction period. CDOT also will pay for the construction of two new classrooms. Providing additional classrooms prior to highway construction will help



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mitigate some impacts by providing offsetting benefit to the community to enhance the overall quality of the school beyond the construction period. These upgrades will be completed before the construction starts.

CDOT has been coordinating with DPS and Swansea Elementary School’s principal throughout the project to identify the school’s needs and redesign the school site. The school playground will be temporarily reconfigured to move it away from the construction zone, with ultimate redesign of the school site included in the final design.

Finally, continuous PM10 air quality monitoring will be conducted in the area during construction to evaluate for any potential temporary increases in PM10 levels during construction. This system will alert contractors when increased construction mitigation measures are needed.

**IMP5. How is CDOT preserving the impacted historic properties within the study area?**

CDOT and FHWA recognize the significance of the historic resources within the project area. However, to meet the purpose and need of the project, historic resources will be adversely impacted. FHWA and CDOT are working closely with the State Historic Preservation Office (SHPO) and consulting parties to minimize potential effects and institute appropriate mitigation.

A draft Programmatic Agreement that provides a process to agree on mitigation of adverse effects and reevaluate eligibility and effects to historic properties, as appropriate, has been developed and is in review with SHPO and the consulting parties. The Programmatic Agreement also includes examples of mitigation measures that could be implemented. The Programmatic Agreement will be executed prior to the ROD and will be included as an attachment.

See Section 5.6, Historic Preservation, of the Final EIS for more information about the impacts to historic properties and the associated mitigation measures.

**IMP6. How will CDOT handle hazardous materials identified and/or encountered within the project area?**

CDOT will conduct appropriate surveys for asbestos, lead-based paint, and universal wastes prior to demolition of any building structures. If these materials are encountered, they will be removed in accordance with applicable regulations and guidelines.

If asbestos-containing materials are encountered, including buried utilities, CDOT will follow CDOT Specification 250.07, Asbestos-Containing Material Management, and CDOT Asbestos-Contaminated Soil Management Standard Operating Procedure. Additionally, depending on the type of contamination, this material will be cleaned up in accordance with either Section 5.5 of the Solid Waste Regulations, or Regulation No. 8 of the Air Quality Control Commission Regulations.

The Colorado Department of Labor and Employment, Division of Oil and Public Safety, regulates petroleum products and chemical USTs and certain petroleum-containing above-ground storage tanks (ASTs). Releases must be reported to the Division of Oil and Public Safety, and investigation and cleanup must be implemented, as required. Most USTs have had a spill or leak at some point in their life cycle. Small leaks may not be identified until the UST is taken out of service and formally closed.

Groundwater and soil sampling have been performed as part of the hazardous materials analysis for the EIS and the results are available in Section 5.18, Hazardous Materials, of the Final EIS.

Additionally, CDOT commits to collect representative soil samples of three or four recently cleaned-up residential properties pre-, during, and post-construction to test for lead and arsenic to ensure that the properties aren’t re-contaminated due to construction activities. Any hazardous materials that have been exposed during construction will be identified and treated. This commitment was generated due in large part to comments received during the Supplemental Draft EIS regarding concerns with arsenic and lead.

Section 5.18, Hazardous Materials, of the Final EIS identifies various mitigation measures that will be implemented during construction to protect community and worker health and safety, as well as measures to manage and prevent the spread of contamination, if present.

**IMP7. How is CDOT planning to minimize dust during construction?**

Dust suppression measures (for example, stabilizing and covering loads of soil and debris during transport and storage, watering disturbed areas, and/or stabilizing and revegetating exposed areas after construction) will be implemented to control dust impacts.

Additionally, to reduce impacts from dust during construction and minimize the need for window ventilation, for homes between 45th and 47th Avenues, from Brighton Boulevard to Colorado Boulevard:

- Provide interior storm windows
- Provide two portable or window-mounted air conditioning units with air filtration and assistance to pay for the potential additional utility costs during construction

**IMP8. How will noise be controlled and minimized during construction?**

Measures will be taken to minimize noise during construction. Construction noise mitigation measures can be found in the FHWA’s *Highway Construction Noise Handbook*. CDOT will require the contractor to use BMPs to reduce noise during construction. Additionally, to reduce impacts from noise during construction and minimize the need for window ventilation, for homes between 45th and 47th Avenues, from Brighton Boulevard to Colorado Boulevard:

- Provide interior storm windows
- Provide two portable or window-mounted air conditioning units with air filtration and assistance to pay for the potential additional utility costs during construction

This project will abide by the appropriate city codes as they pertain to construction noise. If noise levels during construction are expected to exceed the limits from the city codes, the contractor must obtain the necessary ordinance variance which typically includes additional mitigation measures. See the Final EIS, Attachment K, *Traffic Noise Technical Report*, under Section 6.4, Construction Noise, for further information.

In the vicinity of Swansea Elementary School, construction noise will be reduced to the maximum extent possible during school hours. If possible, construction should take place during times when school is not in session. If this is not possible, high construction noise activities should take place during non-school hours. Temporary noise shielding also could be used around the school playground and other outdoor areas of frequent use.

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## Preferred Alternative

### PA1. What are the benefits of the highway cover?

Incorporation of the highway cover will help reconnect the surrounding neighborhoods by providing easy and safe connections between these communities for all users, especially pedestrians and bicyclists. The inclusion of the highway cover with an urban landscape and a community space helps achieve some broader community goals of livability, quality schools, and safe streets along with supporting the existing communities along the corridor. In addition, the highway cover reduces noise impacts in adjacent areas. The cover will directly contribute to improved air quality, resulting in PM10 concentrations that are lower at Swansea Elementary School and the surrounding area than they would be in the future without the cover (No-Action Alternative). Additionally, the cover will indirectly improve neighborhood conditions by encouraging walking and bicycling for short trips to local destinations.

### PA2. Why was the cover provided as part of the Preferred Alternative?

The Partial Cover Lowered Alternative was developed in response to the community’s concerns to reconnect the Elyria and Swansea Neighborhood by removing the existing viaduct or the potential for a newly constructed viaduct, and placing the highway below ground level. By placing the highway below grade in this area, the visual barrier created by the existing viaduct will be eliminated. The 900 foot cover over the lowered section of I-70 will have a park or urban landscape on it that can draw in residents from both the north side and the south side of the highway, creating a seamless connection across the highway and providing additional connectivity within the neighborhood. It will be located between Clayton Street and Columbine Street and will not exceed 1,000 feet in length due to ventilation requirements mandated in fire and safety standards.

The cover for the highway was developed to mitigate the adverse impacts to the Elyria and Swansea Neighborhood and to restore and enhance neighborhood cohesion, which was disrupted decades ago by the original I-70 construction in the 1960s. The highway cover is intended to serve as an active community space for the surrounding residents and local neighborhoods, while also providing mitigation for Swansea Elementary School. To provide a seamless connection between the

highway cover and the school and a safe environment for students to use the cover facilities, 46th Avenue on the north side of the highway will be discontinued between Clayton Street and Columbine Street.

The landscaped cover also supports social connections in the Elyria and Swansea Neighborhood by creating a place where residents and visitors can gather and interact. The amenities and design in this space—such as playgrounds and sports fields— will be based on community input and needs.

### PA3. Who will maintain the highway cover?

CDOT is responsible for the maintenance of the structure of the cover. Maintenance of the features and landscaping on the cover has not been determined at this time. CDOT is working with Denver and DPS to develop agreements for shared use on the cover and long-term operations and maintenance of the cover. The maintenance commitment plan will be developed and these agreements will be finalized before construction begins.

### PA4. What features will be included in the cover design?

The cover is intended to be a shared space between the surrounding community and Swansea Elementary School. The landscaped cover also supports social connections in the Elyria and Swansea Neighborhood by creating a place where residents and visitors can gather and interact. The amenities and design in this space—such as playgrounds and sports fields— will be based on community input and needs. See Attachment P, *Cover Planning Efforts*, of the Final EIS for more information regarding cover planning.

### PA5. What will lighting be like under the cover?

The lighting of the covered section will be designed to meet fire and safety requirements, as well as to avoid the “black hole effect,” which was a major issue with the old I-70 Stapleton tunnels. The covered area of the highway will be well lit by using the latest lighting technologies to enhance drivers’ safety and operations on the highway.



*This photo from the Twin Tunnels on I-70 outside of Idaho Springs, Colorado is an example of latest lighting technologies (on left) vs. old standards of lighting.*

### PA6. Will the Steele Street/Vasquez Boulevard interchange be closed with the Preferred Alternative?

As identified in the Final EIS, the Steele Street/Vasquez Boulevard interchange will remain open as part of the Preferred Alternative design in response to the comments received during the Supplemental Draft EIS. Highway access would be provided through a split-diamond interchange at Steele Street/Vasquez Boulevard and Colorado Boulevard with slip ramps. The slip ramps allow for full movement at the interchange while minimizing traffic in the neighborhood and the footprint of the highway at the Steele Street/Vasquez Boulevard interchange. See Chapter 3, Summary of Project Alternatives, of the Final EIS for more information.

### PA7. Why was the Managed Lanes Option identified as the preferred operational option?

The Managed Lanes Option is identified as the Operational Option of the Preferred Alternative because of its long-term operational flexibility and mobility benefits. Managed lanes provide drivers with flexibility by allowing them to pay a fee to bypass congestion in general-purpose lanes, improving reliability in travel times. It also allows CDOT to manage congestion over the long term, reducing the need for future expansion. The Managed Lanes Option also has a higher throughput potential, meaning it accommodates more people at a given time. This option accommodates express buses, vanpools, and other high-occupancy vehicles, providing increased service to those riders. This option also promotes the use of carpools to avoid congestion.



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**PA8. Does the Preferred Alternative include a second highway cover?**

A second cover is not included as part of the Preferred Alternative. However, to accommodate Denver’s interest in constructing a second cover in the future, the Preferred Alternative includes an overall approach to design and construction that would not preclude the construction of a second cover over the highway from west of the Steele Street/Vasquez Boulevard interchange to east of Cook Street. If a second cover is pursued by others in the future, air quality would need to be analyzed.

**PA9. Does the Preferred Alternative reduce north-south connectivity?**

The following north/south connections from Brighton Boulevard to Quebec Street are included, maintained, modified, or eliminated based on the analysis and continued coordination:

- Brighton Boulevard: vehicular connection under I-70 remains
- York Street: vehicular connection across I-70 is maintained as a one-way street
- Josephine Street: vehicular connection across I-70 is maintained as a one-way street
- Columbine Street: vehicular connection across I-70 is maintained as a two-way street
- Elizabeth Street: direct vehicular connection south of I-70 does not currently exist; Elizabeth Street between 47th Avenue and 46th Avenue North will be vacated to accommodate the school improvements
- Thompson Court: vehicular connection to 46th Avenue is maintained; access across I-70 does not currently exist
- Clayton Street: vehicular connection across I-70 is maintained as a two-way street
- Fillmore Street: vehicular connection across I-70 is added as a two-way street
- Milwaukee Street: vehicular connection to 46th Avenue is maintained; access across I-70 does not currently exist

- Steele Street/Vasquez Boulevard: vehicular connection across I-70 is maintained as a two-way street
- Cook Street: two-way vehicular connection across I-70 is added
- Madison Street: vehicular connection to 46th Avenue South is maintained; access to 46th Avenue must be made via the proposed Monroe Street one block east; access across I-70 does not currently exist
- Monroe Street: two-way vehicular connection across I-70 is added; new roadway is extended north and south to replace the eliminated Garfield Street connection
- Garfield Street: connection across I-70 is eliminated and replaced by the new Monroe Street connection
- Colorado Boulevard: vehicular connection over I-70 remains
- Dahlia Street: vehicular connection under I-70 remains
- Holly Street: vehicular connection under I-70 remains
- Monaco Street: vehicular connection under I-70 remains
- Quebec Street: vehicular connection under I-70 remains

For more information on the north/south connections that are proposed as part of the Preferred Alternative, please see Chapter 3, Summary of Project Alternatives, in the Final EIS.

## Air Quality and Health

**AQ1. Was a Health Impact Assessment performed for the I-70 East Final EIS?**

Based on public comments, much of the concern for health relates to the air quality surrounding the highways. A health study (health impact assessment or health risk assessment) is not required by NEPA or the Clean Air Act and therefore it has not been performed for this project. The current health status of the affected communities has been thoroughly discussed in the DEH’s Health Impact Assessment (September 2014). The Final EIS adds to the information discussed in the DEH study by showing how air quality is likely to change in the future under different project alternatives. The analyses conducted for the Final

EIS show that EPA’s air quality standards for CO and PM10 will be met, PM10 levels will be better at Swansea Elementary School with the project than under the No-Action Alternative and MSATs will drop by 70 to 90percent regardless of which alternative is chosen. Potential impacts from the I-70 redevelopment project, including effects of each alternative on the ability to meet the health-based NAAQS, and on levels of MSATs, are discussed in detail in Section 5.20, Human Health Conditions, in the Final EIS.

As seen in the emissions inventories for NAAQS pollutants and MSATs, the difference between the alternatives (including the No-Action Alternative) in emissions is around 2 to 4 percent or less. See Attachment J, *Air Quality Technical Report*. Further, the emissions (and, therefore, likely concentrations) associated with I-70 East are substantially declining because of improved mobility, reduced congestion, and cleaner vehicle emission standards. For example, the MSAT emissions estimates prepared by APCD show that diesel particulate matter emissions are predicted to drop from 749 pounds per day in 2010 to 48 pounds per day (No-Action Alternative) or 49 pounds per day (Partial Cover Lowered with Managed Lanes) in 2035. Benzene emissions are predicted to drop from 133 pounds per day in 2010 to 26 pounds per day (No-Action Alternative) or 27 pounds per day (Partial Cover Lowered with Managed Lanes) in 2035. The other MSATs emissions will have similar reductions. See Attachment J, *Air Quality Technical Report* at Section 7.4. All of these emissions levels incorporate predicted increases in VMT in the corridor. Thus, a health impacts assessment would, at most, show very minor differences between alternatives with much lower impacts than historic or current levels in terms of air quality impacts. This would not affect choices among the reasonable alternatives.

**AQ2. Why were additional transportation-related pollutants, including fine particulates (PM2.5) and oxides of nitrogen (NO2), not examined at the same level of detail given to carbon monoxide (CO) and coarse particulates (PM10)?**

The Air Quality protocols (available in Attachment J of the Final EIS, *Air Quality Technical Report*, Appendix A) were developed through interagency coordination between CDOT, the FHWA, the CDPHE, and the EPA. All agencies agreed to the protocols, which did not include PM2.5 or NOx modeling.

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PM2.5 and NO2 were not modeled for roadside concentrations in the Final EIS because they are not pollutants of concern in the Denver area or the project area at the present time or for the foreseeable future. The Denver area has never violated the NAAQS for PM2.5 and is not in imminent danger of doing so based on current monitoring data and predicted trends. The current sixth-highest 24-hour value (which is the value used to determine compliance per EPA's regulation) for PM2.5 at CDPHE's I-25/8th Avenue monitoring site (which has higher ADT than the current I-70 East project area) is 30 µg/m3, compared to the standard of 35 µg/m3. Therefore, no hotspot modeling for PM2.5 is required. With regard to NO2, the EPA conformity regulations do not require hotspot modeling for NO2. See 40 C.F.R. Section 93.116.

PM2.5 and NO2 were examined through emissions inventories. There is very little variation in emissions between the Build Alternatives and the No-Action Alternative due to improved mobility, reduced congestion, and cleaner vehicle standards.

### AQ3. Will the highway improvements cause an increase in air pollution for local residents or Swansea Elementary School?

The MSAT and NAAQS air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. For MSATs, the analysis showed that the I-70 East project will have a minimal effect on annual emissions within the study area (see Exhibit 5.10-21 of the Final EIS), with the various alternatives showing a range of annual MSAT emissions from 2.1 percent to 3.8 percent above the No-Action Alternative in the design year of 2035. The overall trend in MSAT emissions is clearly downward with all alternatives showing an approximately eight- to nine-fold decrease from current rates by 2035 (Exhibit 5.10-21 of the Final EIS).

Throughout the NEPA process, CDOT and FHWA have consulted extensively with the EPA and CDPHE on the approach and methods for the air quality analyses. This consultation has resulted in agreement on the analysis methodologies and the results of these analyses. The roadside (hotspot) CO and PM10 analyses used the current traffic estimates and emissions and pollutant dispersion models, and were reviewed by the EPA. The CO hotspot analysis showed that all alternatives will result in CO levels well below the NAAQS. The PM10 analysis showed that all alternatives will result in levels at or below the NAAQS for this pollutant. It is also worth noting that both analyses were

conducted at the worst-case scenario locations within the project study area, ensuring that air quality conditions in other areas will be less than those resulting from the hotspot analyses.

Additionally, modeling receptors were placed at Swansea Elementary School for the PM10 hotspot analysis, with the results presented in Exhibit 5.10-13 of the Final EIS to show that all of the locations modeled would remain well below the health-based NAAQS for PM10. Air monitoring will be conducted during construction activities to ensure that air quality at the school does not reach dangerous levels.

### AQ4. Will exposure to highway air pollution result in adverse health conditions?

Current research states that exposure to highway air pollution can result in adverse health conditions; however, it is difficult to determine the extent the emissions from I-70 would affect the surrounding community. NAAQS limits set by EPA, protect human health. The modeled air quality values for the I-70 East project are below the NAAQS and demonstrate that there is no exceedance or impact from the project based on EPA's health-based standards for these pollutants. Therefore, there are no projected impacts from the project related to pollutants covered by the NAAQS.

The Health Effects Institute Special Report #16, Mobile-Source Air Toxics: A Critical Review of the Literature on Exposure and Health Effects, states the cancer health effects attributable to MSATs are difficult to discern because the majority of quantitative assessments are derived from study groups of workers with high concentration exposures and because some cancer potency estimates are derived from animal models. Exposure to many MSATs comes from sources other than vehicles, and identifying effects in community studies is challenging because of low ambient concentrations, exposures to multiple possible toxicants, and other confounding factors.

In January 2010, the Health Effects Institute released Special Report #17, investigating the health effects of traffic-related air pollution. The researchers felt that there was "sufficient" evidence for linking asthma to traffic related pollution. Evidence was "suggestive but not sufficient" for other detrimental health outcomes such as cardiovascular mortality. Study authors also noted that past epidemiological studies may not provide an appropriate assessment of future health associations because vehicle emissions are decreasing over time.

Finally, in 2011, three studies were published by the Health Effects Institute evaluating the potential for MSAT hot spots. In general, the authors confirmed that while highways are a source of air toxics, they were unable to find that highways were the only source of these pollutants. They determined that near-road exposures often were no different or no higher than background (or ambient) levels of exposure and, hence, no true hot spots were identified. These reports (Report Numbers 156, 158, and 160) are available from the Health Effects Institute's website: <http://pubs.healtheffects.org/index.php>.

Additionally, CDOT notes that while the incidence of some health effects (such as asthma, autism, and attention-deficit/hyperactivity disorder) in the U.S. population appears to have been increasing, motor vehicle emissions have declined. This decline in MSAT emissions is documented in Figure 13 of Attachment J, *Air Quality Technical Report*, of the Final EIS and for other pollutants at [epa.gov/ttn/chief/trends/](http://epa.gov/ttn/chief/trends/). This negative correlation between emissions trends and health effects trends illustrates the complexity of the issues. Health Risk Assessments that have been conducted for highways show health risks well below EPA's acceptable risk factors. For example the conclusion from the South Mountain Freeway Health Risk Contributions from Highway Projects found: "the MSAT risk estimates in the studies summarized above are correct, it means that the incremental risk of cancer from breathing air near a major roadway is several hundred times lower than the risk of a fatal accident from using a major roadway."

The EPA's National Emission for Hazardous Air Pollutants for benzene emissions is based on a risk level of 100 cases of cancer per million. Meanwhile, the EPA's 2007 rule covering vehicles and fuels is designed to a risk level of approximately 5 cases of cancer in a million; 20 times less than the standard for the pollutant in general.

Also see Section 5.20, Human Health Conditions, of the Final EIS for project-specific information on the topic. AQ2 and AQ3 have information on declining emissions.

### AQ5. What will air quality be like in and near the park planned for the highway cover in the Partial Cover Lowered Alternative, as well as inside the covered highway section itself?

Air quality around the cover was examined in the I-70/I-25 PM10 hotspot analysis, utilizing state-of-the-art modeling software to estimate the pollutant concentrations in the area. This analysis showed that all of



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the areas around Swansea Elementary School and the cover were well below the ambient air quality standards for PM10. Additionally, Exhibit 5.10-13 of the Final EIS shows that modeled PM10 concentrations at Swansea Elementary School will be lower with the Partial Cover Lowered Alternative than with the No-Action Alternative or the Revised Viaduct Alternative, as a result of the cover adjacent to the school.

With regard to air quality within the covered highway section, the cover was designed to be short enough not to require artificial ventilation during normal operation. As the two directions will be separated by a full-height wall, the action of cars moving through each side of the covered section will keep air moving through so that pollutants do not accumulate to unhealthy levels. According to a fire safety and ventilation report prepared for the project (Appendix E to the *Air Quality Technical Report* of the 2014 Supplemental Draft EIS), traffic would have to be at a complete stand still for 27 minutes before the level of pollutants would rise to the point of requiring ventilation. In such a situation, or in case of a fire or other accident that could cause unhealthy air quality under the cover, an emergency ventilation system will be provided to clear the air and keep it safe for people inside. The design of the cover includes jet fans that will help move the air through the covered portion of the highway, when necessary.

With regard to air quality near the openings of the covered highway section, studies have shown that pollutant concentrations dissipate rapidly with distance from the tunnel openings. See the *Air Quality Technical Report*, Attachment J to the Final EIS for more information.

**AQ6. Will the Preferred Alternative worsen the air quality in the project area?**

By improving mobility and reducing congestion through increased capacity and reduced travel times along with the closure of the Pilot Travel Center truck stop as a result of the project, the Preferred Alternative is anticipated to generally improve air quality in the area compared to the No-Action Alternative. As seen in the emissions inventories for NAAQS pollutants and MSATs, the difference between the alternatives (including the No-Action Alternative) in emissions is around 2-4 percent or less, even though VMT will increase. See the *Air Quality Technical Report*, Attachment J to the Final EIS for more information.

In the I-70/I-25 PM10 hotspot analysis, for example, the modeled PM10 concentration for the Preferred Alternative is 57 µg/m3, whereas the No-Action Alternative concentration is 62 µg/m3. Nine of the 10 receptors at Swansea Elementary School show PM10 concentrations that are 10 µg/m3 lower for the Preferred Alternative than for the No-Action Alternative, with the same concentration between the two alternatives for the remaining receptor.

The design values for all alternatives at the I-25 hotspot and I-225 hotspot locations are equal to or below the 24-hour PM10 NAAQS of 150 µg/m3. The greatest difference between the No-Action Alternative and a Build Alternative occurs at the I-225 hotspot for the Revised Viaduct and Partial Covered Lowered Alternatives with Managed Lanes Option. These alternatives show increases of as much as 57 percent between modeled concentrations, but still below the NAAQS.

**AQ7. How does CDOT plan to monitor the air quality in the adjacent neighborhoods and near Swansea Elementary School before, during, and after construction activities?**

Prior to beginning the construction phase, the contractor will be required to produce a Fugitive Dust Control Plan for the project, which must be approved by the CDPHE’s Air Pollution Control Division (APCD) as part of the air permitting process. The plan will be reviewed by APCD staff to ensure that BMPs are stipulated for the control of airborne dust from construction activities. Adherence to the plan during construction activities will minimize the effects of dust on surrounding communities.

The construction project team also will establish a Construction Air Quality Monitoring Plan, which will outline the specific monitoring needs, equipment, and processes used to measure, maintain, and report PM10 data. It will establish data capture and public data reporting protocols. The plan will include supporting documents that define concentration thresholds for alerting onsite construction management to rising dust levels that they need to implement extra dust suppression BMPs at the target site. A list of BMPs and construction activities will be included in this plan. The plan also will include quality control and action plan items required for EPA and APCD data reporting and equipment calibration and maintenance.

During construction, air monitoring will be conducted to ensure that dust control efforts are successful in preventing violations of air quality standards. The air quality monitoring conducted during construction on

the I-70 East project will focus on PM10 monitors in active construction areas along the corridor, as practicable, to monitor hourly PM10 concentrations. The purpose of this temporary monitoring will be to maintain awareness of dust generation from active ground-disturbing processes, such as demolition, excavation, rock crushing, etc.; to help in identifying localized rising dust levels; and to activate a responding BMP Implementation Plan if dust levels attain pre-determined thresholds.

Additionally, as noted in Section 5.18, Hazardous Materials, of the Final EIS, site-specific health and safety and materials management plans will be developed by CDOT to stipulate required response measures if hazardous materials are encountered during construction to ensure protection of worker and public health and safety.

## Property Impacts

**PROP1. Does the Managed Lanes Option require additional right-of-way acquisition?**

The Managed Lanes Option does not require more width or lanes than the General-Purpose Lanes Option west of I-270 (five general-purpose lanes in each direction for the general-purpose lanes option, three general-purpose lanes and two managed lanes in each direction for the managed lanes option). The Managed Lanes and General-Purpose Lanes Options both use the same width for analysis purposes. East of I-270, the Managed Lanes Option is wider than the General-Purpose Lanes Option in the ultimate configuration, because of additional ramps that will provide direct connections from the Managed Lanes to I-270, I-225, and Peña Boulevard.

**PROP2. What property impacts will the Preferred Alternative have to the nearby neighborhoods? How will CDOT assist the displaced residents?**

The Preferred Alternative will require the acquisition of property that will result in the relocation of 56 residential units and 18 businesses (including one non-profit organization).

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CDOT will notify all impacted owners and renters of the intent to acquire an interest in their property, including providing a written offer of just compensation specifically describing those property interests. A right-of-way specialist will be assigned to each property owner to help them understand and navigate this process.

Residents (renters or owners) will not be required to move unless at least one comparable Decent, Safe, and Sanitary (DSS) replacement unit is available. DSS standards are established by federal regulations and conform to applicable local housing and occupancy codes. CDOT will provide comparable replacement housing that is DSS and within the resident’s financial means, before any residents will be required to move. If such comparable replacement housing is not available, the regulations allow the agency to provide a replacement housing payment in excess of the statutory maximum as part of the Last Resort Housing process.

The Fifth Amendment of the U.S. Constitution provides that private property may not be taken for a public use without payment of just compensation. Additionally, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) is a federally mandated program that applies to all acquisitions of real property or displacements of persons resulting from federal or federally assisted programs or projects, such as the implementation of these project alternatives. The Uniform Act was created to provide for and ensure that just compensation for government-acquired land is applied “uniformly.” CDOT requires Uniform Act compliance on any project for which it has oversight responsibility, regardless of the funding source.

**PROP3. Will CDOT replenish the housing stock in the neighborhood to mitigate the acquisition impacts?**

To offset the loss of some residential units in the neighborhood, CDOT will provide \$2 million in funding to develop affordable housing units in the Elyria and Swansea Neighborhood through available programs.

**PROP4. Will residents in the vicinity of I-70 be provided assistance to move if they choose to move?**

The only parties eligible for relocation benefits from CDOT are building occupants who are directly displaced by a CDOT acquisition as a result of this project and who meet the applicable requirements for eligibility. Relocation is not needed or appropriate for other residents because air pollutant concentrations will be below federal health standards and declining over the life of the project. Noise levels will be lowered

through the lowered section of I-70, the cover and sound walls. Moving residents of homes not needed for actual construction would be an expensive measure that would disrupt communities rather than improving them by displacing more people than the bare minimum necessary to safely meet the purpose and need.

**PROP5. Will CDOT relocate Swansea Elementary School farther away from I-70 to lessen the impacts from the project?**

Swansea Elementary School has been identified as a very important and valuable resource in the Elyria and Swansea Neighborhood. The project team researched the neighborhood to identify another suitable locations for the school. The only available location identified was where the Swansea Recreation Center currently resides. The community expressed opposition to moving the school to the recreation center site because of the adjacent railroad tracks. The decision to keep the school at its current location was made during outreach opportunities conducted to review alternative sites for the school, and surveys of parents at the school during the PACT process.

CDOT developed the Partial Cover Lowered Alternative to keep the school in its current location while minimizing impacts to it. The mitigation for the school redesigns and expands the school grounds and provides upgrades to the school building.

The residents of the Elyria and Swansea neighborhood are in favor of the school remaining at its current location with the Preferred Alternative. DPS also supports this decision.

**Environmental Justice Considerations**

**EJ1. Has CDOT accounted for impacts to the Environmental Justice communities?**

CDOT recognizes that the project passes through environmental justice neighborhoods, and so provided an unprecedented level of public involvement tailored to meet the needs of these low-income and minority people to find ways to improve the project, and lessen the impact of the project. The I-70 East project team used a variety of tools to solicit input and involvement from stakeholders that addressed issues of diversity in language, level of literacy, and exposure to media including:

- Opening a project office within the project area
- All public meetings are conveniently located within the project area and accessible by public transportation
- Providing childcare, food, and translations at every public meeting
- Providing notifications and advertisements in both English and Spanish
- Provide announcements in local and regional media and at faith-based organizations
- Using local businesses to cater meetings and provide translation services
- Employing project area residents to lead and staff outreach efforts
- Distributing flyers door-to-door to area residences and businesses
- Providing several methods of contact with the project team including e-mail, telephone, website, postal mail, and walk-ins
- Providing all communication in both English and Spanish

CDOT performed critical analyses that focused on specific impacts in these underserved communities, including some that are mentioned in the 2014 DEH Health Impact Assessment: neighborhood and street connectivity, air quality, access to transit, bicycle and pedestrian facilities, and relocations. To address impacts of the highway project, CDOT has identified mitigation measures above and beyond standard mitigation measures to alleviate the impact on these neighborhoods. See Section 5.3, Environmental Justice, of the Final EIS for more information.

**EJ2. Are there any high and adverse impacts to the Environmental Justice community as a result of the project?**

The benefits of the project with the alternatives are fairly distributed in the project area. The project has avoided some impacts, minimized others, and mitigated all impacts that could not be avoided or minimized. Without considering the avoidance, minimization, and mitigation measures, the project will have a disproportionately high and adverse impact to the environmental justice communities. However, the I-70 East Project includes many innovative mitigation measures to offset



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the impacts to the low-income and minority populations. Some of these mitigation measures include but are not limited to, providing residents close to the highway construction interior storm windows and two free portable or window-mounted air conditioning units with air filtration and assistance for the potential additional utility costs during construction, providing contributions to existing programs that facilitate access to fresh food, providing HVAC system and upgraded doors and windows for the Swansea Elementary School, and providing funding to CRHDC to assist residential and business displacees with financial counseling and procurement of financing for replacement property and securing business and residential loans. After considering the benefits of the Build Alternatives along with the avoidance, minimization, and mitigation, the Build Alternatives will not cause disproportionately high and adverse effects on any minority or low-income populations, in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23A. No further environmental justice analysis is required.

Additionally, the Managed Lanes Option raises environmental justice questions related to equity impacts: who can use the facility, will there be additional impacts, are there impacts to those who don't have cars, and has everyone been involved in the public process. The managed lanes will provide reduced travel times for users at all income levels, and provide a reliable trip through the corridor when drivers consider it worth the toll. While the pricing on managed lanes will provide more reliable options, it will be implemented with thorough consideration of equity impacts. Further, the improvements in north-south connectivity for pedestrian access and bicycle options will benefit mobility for those who live in the environmental justice neighborhoods and do not own cars.

See Section 5.3, Environmental Justice, of the Final EIS for more information.

### EJ3. What has CDOT done to minimize impacts to the Environmental Justice neighborhoods?

The project team has consistently been receiving comments concerned about the impacts to the residential and business properties between Brighton Boulevard and Colorado Boulevard. The project has been modified at various stages of the NEPA process over the course of time. First the project team adjusted and refined the proposed Existing Alignment Alternatives (called the Revised Viaduct Alternative in the Supplemental Draft EIS and the Final EIS) after release of the 2008 Draft EIS and during the PACT process. It responded by moving 46th Avenue underneath the viaduct, thereby minimizing impacts to the surrounding

homes and businesses. Additional north-south connectivity also has been added to this alternative to improve community cohesion compared to the Existing Alignment Alternatives in the 2008 Draft EIS.

Next, to reduce the visual presence of the viaduct in these neighborhoods, improve connectivity, and improve safety in the area, the project team introduced a new alternative in the Supplemental Draft EIS: the Partial Cover Lowered Alternative, after listening to concerns raised during the PACT process. This alternative removes the viaduct between Brighton Boulevard and Colorado Boulevard and places the highway below grade in this area. It includes a highway cover between Columbine Street and Clayton Street with an urban landscape for community use. Removing the viaduct improves safety compared to the existing conditions by eliminating falling objects from the highway, removing the dark space under the viaduct, and eliminating the unsafe crossings as they exist currently under the viaduct. The support in the neighborhoods most affected by the project lead CDOT to identify this alternative as the Preferred Alternative.

In addition, the Partial Covered Lowered alternative will improve north-south connectivity, provide better pedestrian access and sidewalks, and improve bicycle options in the project area. These will benefit all residents in the environmental justice neighborhoods.

CDOT will also provide a level of mitigation never provided on other projects for residents close to the highway construction, to reduce impacts from dust and noise during construction and minimize the need for window ventilation, for homes between 45th and 47th Avenues, from Brighton Boulevard to Colorado Boulevard:

- Provide interior storm windows
- Provide two portable or window-mounted air conditioning units with air filtration and assistance to pay for the potential additional utility costs during construction

During the public involvement process, the project team heard from the residents of the impacted neighborhood that Swansea Elementary School is an important resource for them. Therefore, additional mitigation measures were developed so that the school can remain at its current location. These mitigation measures include providing a new HVAC system, doors, and windows to reduce the dust and noise impacts to the school and its users, specifically during the roadway construction period. CDOT also will pay for the construction of two new classrooms. Providing additional classrooms prior to highway construction will help

mitigate some impacts by providing offsetting benefit to the community to enhance the overall quality of the school beyond the construction period. These upgrades will be completed before the construction starts.

See Section 5.3, Environmental Justice, of the Final EIS for more information.

## Transportation and Traffic

### TRANS1. Have other multi-modal forms of transportation been investigated for this corridor?

The purpose of this project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70 in the project area. This project began in 2003 as part of the I-70 East Corridor project, which looked at both highway and transit solutions including various rail and Bus Rapid Transit (BRT) routes. The process was a joint effort initially between both highway and transit agencies. In June 2006, the highway and transit elements of the project were separated since it was decided that they serve different travel markets, are located in different corridors, and have different funding sources. The East Corridor transit project will connect Denver International Airport to Union Station in Downtown Denver along Smith Road, south of I-70. Construction of the East Corridor transit project is currently underway and is anticipated to be complete in 2016. For more information about the transit project, visit: [http://www.rtd-fastracks.com/ec\\_1](http://www.rtd-fastracks.com/ec_1).

### TRANS2. How will the project improve walkability and bicycle routes for the neighborhoods, especially near the interchanges and along north-south street connections?

The proposed Preferred Alternative is consistent with Denver's bike plan and has evolved to follow Denver safety standards for bicycles and pedestrians. It will improve the bicycle and pedestrian experience in the project area by providing safe crossings across the highway and improving sidewalks and lighting in the impacted areas.

For more information on walkability and bicycle route improvements, see Chapter 4, Transportation Impacts and Mitigation Measures, of the Final EIS.

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### **TRANS3. Will there be any changes to the intersection at 47th Avenue and York Street, and will CDOT provide a pedestrian overpass in this location?**

Although the project team heard concerns regarding the 47th Avenue and York Street intersection through the outreach process, these streets are not impacted by the highway project. Therefore, project improvements do not include any work at the 47th Avenue and York Street intersection. However, Denver has initiated an alternatives analysis for this area to identify potential safety improvements.

### **TRANS4. Does CDOT plan to widen I-70 west of the I-25/I-70 interchange, after I-70 East is widened?**

CDOT has no current or future plans to widen I-70 west of the I-25/I-70 interchange in Denver. Because of the long-term nature of transportation planning and funding, CDOT identifies transportation projects decades into the future (known as the 2035 long-range plan). This part of I-70 in Denver is not included in the long-range plan because traffic studies show that half of westbound traffic on I-70 East exits onto I-25. In fact, recent traffic projections show only a four percent growth in travel along the portion of I-70 west of the I-25/I-70 interchange during the next 30 years.

### **TRANS5. How was traffic forecasting determined for the project?**

Forecasting for this project was done using the 2035 DRCOG trip-based “Compass” travel demand model. Compass is a regional model that uses projected land use data, including population and employment growth, to project future traffic conditions. These projections were used to determine the number of lanes needed to accommodate future traffic growth. This model incorporates household and employment data for the region and accounts for programmed roadway and transit projects, including the East Corridor commuter rail line.

To further evaluate the traffic operations for the alternatives, the output from the DRCOG model was fed into a dynamic traffic assignment (DTA) model called “DynusT.” DynusT simulates traffic supply and demand interactions on the network in greater detail for a sub-area of the

regional model. The sub-area is larger than the transportation impacts area to ensure it includes reasonable route diversions that could occur. The sub-area for this project extends west of Wadsworth to east of E-470 and extends south of Colfax Avenue to north of approximately 80th Avenue. This ensures that the model will take into account the effects of I-270, I-25, the I-25/I-70 interchange, and the local roadway network in the analysis. The model projects speeds, travel times, peak volumes, VMT, and local street volumes for the alternatives. For more information, see Chapter 4, Transportation Impacts and Mitigation Measures, of the Final EIS.

### **TRANS6. Which travel model was used to forecast future traffic demand along the I-70 East corridor?**

The 2035 Compass model developed by DRCOG was used to forecast future traffic demand along the I-70 East Corridor. During project scoping, the project team identified the DRCOG regional transportation plan as the basis for future travel forecasts within the study area. This decision has been confirmed throughout the project. This plan and its associated travel demand model includes anticipated population and employment growth for every municipality within DRCOG, as well as fiscally constrained improvements. The model also accounts for planned and programmed transit improvements in the region.

Travel demand models such as Compass provide output in the form of vehicle demand or volume. They provide data for decision makers to evaluate impacts to air quality, noise, and traffic flow resulting from transportation projects in metropolitan areas with intricate roadway networks and complex employment/population centers. The base models are typically owned and maintained by the local metropolitan planning organization, and in Denver that is DRCOG.

The model is regional in scope and encompasses the entire DRCOG transportation planning area which includes the nine counties of Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin, Jefferson and the SW portion of Weld County. DRCOG is required by law to model existing and future regional transportation systems (roadways and transit), as opposed to individual projects, to meet the Federal Transportation Planning requirements. A travel demand model is

essential for that process, and it is regularly validated through an FHWA Planning Certification Review which formalizes the on-going Federal oversight and evaluation of the MPO planning process.

The fundamental assumptions/characteristics behind the travel demand model include:

**#1: Growth of the region.** DRCOG uses the best economists and the State Demographer to estimate employment and population growth. This is the source of the current socio-economic data set used in all DRCOG models.

**#2: Model acceptance.** The model is accepted and certified by FHWA.

**#3: Network of roadways and transit.** The network coded into the model for the existing and future year conditions includes all projects contained in the DRCOG approved Regional Transportation fiscally constrained plan along with other roadway capacity projects to be completed by local governments.

**#4: Behavioral data.** Behavioral aspects of the model are derived from an extensive travel survey conducted by DRCOG and last collected in 2010. These surveys collect large amounts of data and are essential in helping the model relate people traits to travel choices. They are an infrequent and expensive undertaking and in the TDM community a survey from 2010 is considered recent and credible.

**#5: The travel demand model is not static.** The model is always changing as new land uses and roadway network elements become available. The model is updated frequently and calibrated to new traffic counts and estimates of region-wide VMT. The underlying behavioral assumptions may also change, as new tabulations of the Front Range Travel Counts become available.

Model inputs include:

- Socio-economic data (i.e. income, employment, etc.)
- Household and population data (i.e. number of individuals per household, either current or predicted future populations)
- Existing and future roadway network data (i.e. volumes, speeds, capacity, etc.)



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- Transit network information including buses and trains (i.e. RTD FasTracks). DRCOG relies on RTD to code the transit portion of the model.

Highway and transit output data from the model are:

- Vehicular volumes on roads (flows on links)
- Speeds on links
- Network travel times
- Origin/destination patterns - These are represented by zone-to-zone trip tables, which are usually segmented by travel mode.
- Mode splits
- Emissions from cars and trucks
- Transit boardings or Park N Ride loadings

**TRANS7. Why wasn’t the latest travel demand model (DRCOG Focus model) used to project future demand?**

At the time that the project team was working on the 2008 Draft EIS and the Supplemental Draft EIS, the Focus model was not available or adopted by DRCOG. The Focus model was adopted by DRCOG in February 2015, well after the completion of the Supplemental Draft EIS and even after the start of the Final EIS process. Federal requirements mandate that NEPA studies use the current adopted regional travel demand model for analysis purposes, which was the DRCOG Compass model until February 2015. Along with the implementation of the Focus model, DRCOG began using a new land use model known as UrbanSim. UrbanSim was scheduled to be adopted at the same time as DRCOG’s Focus model. Due to the timing of the adoption of both models, CDOT chose to continue using the DRCOG Compass model.

The project team has done a comparative analysis between the volumes from the Compass model being used in the Final EIS and the volumes that would have been generated by the newly adopted Focus model. This analysis found that the volumes from the Compass model are slightly higher than the Focus model volumes (typically, less than 5 percent difference for I-70), which does not change the number of lanes needed for this project. FHWA has reviewed the comparative analysis and has

agreed that the I-70 Final EIS can continue to use the volumes from the most recent Compass model, which the project is using to complete all analyses.

It should be noted that, before FHWA selects a preferred alternative in the ROD, the alternative will be included in the DRCOG’s fiscally constrained regional transportation plan and it will be modeled with the Focus model software to demonstrate conformity with final air quality standards. See Attachment E, *Traffic Technical Report* for more information.

**TRANS8. Can CDOT restrict truck traffic on I-70 through the Elyria and Swansea Neighborhood?**

Part of the purpose of the Interstate system is to promote economic development, and trucking is a major economic driver for the nation’s economy. The areas adjacent to I-70 East are highly industrial and rely heavily on the need for trucks to move in and out of the area with ease. If truck access to I-70 were restricted, they would be forced to use local streets to access the local businesses in the area, negatively impacting safety and mobility in the nearby neighborhoods.

Except in limited circumstances (e.g., adverse weather, construction zones), per 23 CFR 658.11(d), the state of Colorado cannot deny truck access nor place restrictions on the Interstate System without FHWA approval. The request needs to be based on safety concerns. It requires an analysis of the impact to interstate commerce, and analysis and recommendations of alternative routes. A rebuilt I-70 East would significantly improve safety along this stretch of interstate for trucks and all other vehicles and surrounding neighborhoods.

CDOT conducted a heavy vehicle traffic study in order to determine how many heavy vehicles travel between I-270 and I-76 in a continuous journey. The through heavy vehicles represent less than three percent of the average, directional heavy vehicle traffic and less than one half of one percent of total directional traffic.

The collected data represents the total number of heavy vehicles that would be eliminated from the I-70 corridor if an I-270/I-76 reroute were implemented. Due to the low numbers of heavy vehicles passing all the way through the corridor and the off-peak travel distribution of those heavy vehicles, rerouting heavy vehicles to I-270/I-76 would not change the number of lanes required for the I-70 project.

**TRANS9. How will the project impact truck traffic in the adjacent neighborhoods?**

While existing truck travel within the Elyria and Swansea Neighborhood is a concern of local residents, changes associated with the Build Alternatives should not significantly impact these streets. In addition, the Pilot Travel Center truck stop will be closed as a result of the Build Alternatives that shift the highway northward, eliminating the truck traffic associated with this business. Any potential changes to the designated truck routes and delivery routes will be coordinated with Denver to ensure impacts are minimized. This could be accomplished by setting up specific truck routes, establishing a prohibition on some roadways, and/or instigating specific delivery times based on input from local citizen groups.

**TRANS10. Where will the traffic on I-70 be diverted during construction?**

A traffic management plan will be prepared by the contractor and reviewed by CDOT. CDOT will ensure that BMPs are used to minimize impacts during construction and provide safe and efficient connections through the neighborhoods during construction for all modes of transportation, including bicycles and pedestrians. CDOT will also ensure that BMPs are used to minimize impacts so that I-70 remains open and operational during construction.

**TRANS11. Has the change in driving trends been considered in developing the alternatives for this project?**

Although recent studies have shown that people are driving less, the Denver metropolitan area will experience growth through 2035 that more than outweighs this trend. It is CDOT’s responsibility to provide a transportation system that will accommodate this growth. Before conducting the analysis, future (2035) transportation system characteristics were identified. All I-70 project alternatives assume implementation of the transportation improvements identified in the DRCOG 2035 Metro Vision Regional Transportation Plan (MVRTP). This includes both programmed projects (those budgeted in the five-year Transportation Improvement Plan [TIP]) and planned projects (those not in the TIP, but included in the adopted DRCOG 2035 MVRTP). The more significant planned and programmed improvements to the

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transportation system within the study area are shown in Chapter 4, Transportation Impacts and Mitigation Measures of the Supplemental Draft EIS.

In addition to planned roadway improvements, the analysis assumed the implementation of major transit system improvements within the Denver region as part of RTD’s FasTracks program. Of most significance in the study area is the East Corridor commuter rail project, which will run from downtown Denver to Denver International Airport. The future traffic modeling accounted for these projects and their impact on travel demand.

The higher transit ridership due to expansion in transit was considered in the analysis of the Final EIS. Even with expanded transit use, the analysis shows an increase in ADT in the future, which requires additional lanes on the highway to accommodate the added traffic.

In addition, while some comments have pointed to national reductions in VMT following the recession of 2007-08, recent FHWA data has shown that VMT has been increasing again during the last 18 months and has reached pre-recession levels. For more information, see the FHWA website: [https://www.fhwa.dot.gov/policyinformation/travel\\_monitoring/15juntvt/15juntvt.pdf](https://www.fhwa.dot.gov/policyinformation/travel_monitoring/15juntvt/15juntvt.pdf).

## Funding Strategies

### FUND1. How will CDOT protect local interests by limiting the investment of foreign companies in the I-70 East project?

CDOT sets limits for private concessionaires prior to issuing contracts. The High Performance Transportation Enterprise analyzes the financial needs of a project, including a company’s expertise, not where the headquarters are located. Countries around the world—particularly in Canada, Australia, and Spain—have advanced new approaches to transportation projects, so a great deal of expertise is located internationally. Regardless of where the money comes from, U.S. corporate taxes must be paid by any private company hired by HPTE.

### FUND2. Will ownership of the highway be transferred to a private company through a public-private partnership (P3) delivery method?

No. The public-private partnership being considered for I-70 East would involve a private partner in the design, construction, financing, operation, and long-term maintenance of I-70 East. However, CDOT maintains ownership of the highway at all times. Accountability to the public remains the same as it would for any other transportation project.

### FUND3. How will the toll rates be set?

Managed Lanes are proposed for I-70 East strictly as a traffic management strategy, not to generate revenues or to use as part of a public-private partnership. Toll rates will be established by the High Performance Transportation Enterprise Board of Directors and will be set at a level necessary to maintain free-flow traffic conditions in these lanes. Existing general-purpose lanes will not be tolled.

### FUND4. Why isn’t CDOT using the toll revenue to fund this project or other needed items in the surrounding communities?

Tolling analysis performed by CDOT shows that the tolling revenue would not cover the cost of reconstructing the highway. State and federal law (C.R.S. 43-4-806 and Article 10, Section 18 of the State Constitution; 23 U.S.C. 129(3)) restrict the use of excess toll revenue. State law requires that toll revenue be spent within the corridor where the tolls are collected and on transportation-related improvements. Federal law limits the use of excess toll revenue to funding debt service, maintenance (reconstruction, resurfacing, and rehabilitation), and for other purposes for which federal funds can be spent under federal transportation law. Within these restrictions, it has been the practice of High Performance Transportation Enterprise to seek community input on the use of any excess tolls (revenue beyond what is needed to maintain the toll lanes).

### FUND5. What is the project funding strategy?

The full construction of the Preferred Alternative would cost approximately \$1.7 billion. Revenue sources for the I-70 East project include allocations from various state and local sources, but there remains a gap between the estimated cost of the project and the revenue available to build it. This is one of the reasons that CDOT is pursuing a P3 delivery method. Because of these funding limitations, the project will be constructed in phases over time. Chapter 8, Phased Project Implementation, discusses the proposed phases. The estimated cost of Phase 1 is \$1.1 billion. To date, funding has been identified from the following sources for the I-70 East project:

- Bridge Enterprise Revenues (\$850 million)
- Denver Regional Council of Governments (DRCOG)/Surface Transportation Program-Metropolitan Areas (STP-Metro)/Congestion Mitigation/Air Quality (CMAQ) funds (\$50 million)
- Senate Bill 09-228 funds (\$180 million)
- Denver (\$37 million)

Taxes would not be raised to pay for this project and CDOT is not looking at managed lanes as a way to finance construction of the I-70 East project.

Bridge Enterprise was formed by CDOT in 2009 as part of the FASTER (Funding Advancement for Surface Transportation and Economic Recovery) legislation to finance, repair, reconstruct, and replace structurally deficient bridges. It is funded from a bridge safety surcharge on vehicle registration based upon vehicle weight. Due to the concern of the funding impact of the I-70 viaduct replacement on long-term revenues available for rehabilitating other Colorado bridges, CDOT set out a goal to shape viaduct financing in a way that will retain 50 percent of bridge revenues for other needed projects across the state.



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# Comentarios Recibidos con Frecuencia y sus Respuestas

Una lista de “Comentarios Recibidos con Frecuencia” se preparó y se respondió para recopilar la mayoría de los temas que se trataron. Las respuestas tratan temas que fueron mencionados por múltiples participantes y abordan la mayoría de los comentarios presentados. Estos temas incluyen información general, esfuerzos de participación pública, análisis de alternativas, impactos y atenuantes, la Alternativa Preferida, calidad del aire y la salud, impactos a las propiedades, justicia ambiental, transporte y tráfico, así como estrategias de financiamiento. Muchas de las respuestas a los comentarios formulados individualmente remiten a la persona que hizo dicho comentario a una respuesta específica (o respuestas) para obtener más detalles.

## Temas Generales

### GEN1. ¿Cuál es el propósito del proyecto de la I-70 Este?

El propósito de la I-70 Este es de implementar una solución de transporte que mejore la seguridad, el acceso, la movilidad y resuelva el congestionamiento de la I-70.

### GEN2. ¿Cuáles son los límites del proyecto de la I-70 Este, y por qué fueron seleccionados?

Los límites del proyecto de la I-70 Este se extienden a lo largo de la I-70 en el tramo de la I-25 y la Tower Road. La zona del proyecto cubre lugares de Denver, Commerce City, y Aurora. Este documento se enfoca en las comunidades de Globeville, Elyria y Swansea, Northeast Park Hill, Stapleton, Montbello, Gateway, y una parte de Aurora.

Los volúmenes de tráfico existentes y previstos fueron los principales factores para determinar los límites del proyecto de la I-70. Los volúmenes de tráfico previstos para el año 2035 varían de 95,000 a 270,000 vehículos diarios en el tramo de la I-25 y Peña Boulevard, disminuyendo al Este del tramo. El límite Oeste es la I-25 debido a la alta desviación del tráfico desde la I-70 hacia la I-25 en dirección norte y sur. Entre un 40 a 50 por ciento de tráfico que se desplaza en dirección Oeste

sobre la I-70 se desvía hacia la I-25. La Tower Road es el límite al Este debido a que el volumen de tráfico disminuye sustancialmente al Este de Peña Boulevard.

### GEN3. ¿Cuál es la razón por la que está siendo ampliada la autopista a 5 carriles en cada dirección?

El análisis de tráfico del EIS Final utilizó el modelo de demanda de tráfico regional del 2035 del DRCOG para proyectar el volumen de tráfico de un año en perspectiva y determinar el número de carriles que se va a necesitar en dicho año. Este modelo utiliza datos de empleos y población planificada para determinar el volumen de tráfico, como se analizó en el Capítulo 4 del EIS Final. Este modelo también considera mejoras previstas en otras redes modales, incluyendo la del transporte público.

Se proyecta que la I-70 en dirección Este y Oeste en el tramo de la Brighton Boulevard y la I-270, transiten más de 10,000 vehículos por hora durante la hora pico para la que fue diseñada. En el tramo de la I-270 y la I-225, se proyecta que transiten en la I-70 en dirección Este y Oeste más de 15,000 vehículos por hora durante la hora pico para la que fue diseñada.

En base al Manual de Capacidad de Autopistas del Consejo de Investigación de Transporte, para lograr el nivel mínimo crítico y obtener servicio para una autopista, deben transitar aproximadamente 2,000 automóviles de pasajeros por hora y por carril. Las Alternativas de Construcción planificadas proponen una sección representativa de cinco carriles, incluyendo un carril adicional en ambas direcciones en el tramo de la I-225 y la I-270 para cumplir con las necesidades de capacidad proyectada. El modelo detallado de tráfico confirma la necesidad de las mejoras propuestas. Además, los volúmenes y el número propuesto de carriles se compararon con otras autopistas en el área metro de Denver, confirmando aún más la sección representativa propuesta. Información detallada sobre los volúmenes de tráfico y las proyecciones están disponibles en el Capítulo 4 del EIS Final. Además, el CDOT y la FHWA también consideraron la necesidad de los carriles de la autopista en base a proyecciones del DRCOG del tráfico para el 2040 publicada recientemente, las cuales son ligeramente menores que los estimados del 2035. En base a la evaluación de cada segmento, las agencias concluyeron que la configuración de carriles para la Fase 1 del proyecto todavía son apropiadas. Consulte el Anexo E, *Informe Técnico del Tráfico* para más información.

### GEN4. ¿Cómo está utilizando el CDOT la Revisión por Pares de la Asociación Americana de Planificación en el proceso de decisiones del proyecto?

La Asociación Americana de Planificación (APA abreviación en inglés) realizó una revisión por pares del proyecto de la I-70 Este durante el periodo de comentarios del público sobre el Anteproyecto del EIS Suplementario. Esta revisión se realizó independientemente del CDOT y la FHWA, durante el tiempo que el equipo del proyecto de la I-70 Este estaba restringido de participar en dichas actividades. El equipo del proyecto proporcionó la información necesaria para contestar las preguntas de la APA, pero no se les permitió responder a fondo en aquella ocasión.

El CDOT le pidió a la APA presentar el informe a modo de comentario para el proceso del Anteproyecto del EIS Suplementario, el cual le daría la oportunidad al equipo del proyecto de responder directamente a las preguntas y observaciones descritas en el informe. La APA declinó manifestando que estamos, “... ofreciendo nuestros conocimientos a Denver para su consideración mientras continúan con los pasos a seguir en relación al proyecto”. El EIS Final proporciona nueva información y un contexto más relevante a los resultados del informe, abordando muchas de las preguntas que se plantean en áreas como el modelo de demanda de tráfico o carriles administrados.

### GEN5. ¿Habrá algún requisito para que los contratistas den empleo a personas de las comunidades afectadas?

La ley federal le prohíbe al CDOT de requerir a los contratistas que trabajen en proyectos con fondos federales a contratar de un determinado lugar o vecindario. Sin embargo, el CDOT ha presentado una solicitud y ha recibido aprobación bajo el “Special Experiment Project 14 (14 de Sept.)” del programa piloto del US DOT para realizar preferencias de contratación en base a zonas geográficas para el proyecto de la I-70 Este. Además, el CDOT facilitará oportunidades para promover contratación local, incluyendo ferias de trabajo locales. El CDOT está investigando la financiación de un programa de desarrollo para la fuerza laboral destinado a la capacitación del personal antes de que empiecen las labores de construcción. En general, la participación de la comunidad continuará siendo una parte muy importante del proyecto, particularmente cuando la construcción se aproxime. El CDOT



# Comentarios Recibidos con Frecuencia y sus Respuestas

evaluará un serie de herramientas para asegurar que los residentes locales y empresas estén bien informadas sobre las fases y métodos de construcción.

## Esfuerzos de Participación Pública

### OUT1. ¿Cómo ha involucrado el CDOT al público y a otras partes interesadas del proyecto en el proceso de decisiones?

El CDOT ha realizado en forma continua la participación del público para el proyecto de la I-70 Este por más de 11 años, tales como visitas de puerta a puerta y reuniones públicas y de vecindario en las comunidades más afectadas. Como parte de sus esfuerzos de participación pública, el CDOT convocó un comité de representantes de la comunidad y partes interesadas en el 2009, luego de la publicación del Anteproyecto del EIS del 2008. Este grupo denominado Equipo de Colaboración de la Alternativa Preferida (PACT abreviación en inglés), se reunió regularmente en el transcurso de un año para ayudar a identificar la alternativa preferida. La información obtenida durante el proceso de participación pública ha contribuido al equipo del proyecto a mejorar las alternativas. La participación de los interesados continuará a través del diseño final y la construcción.

Algunas de las reuniones, como la reunión de Líderes Comunitarios, tienen la intención de ser informales. Las reuniones públicas realizadas por el equipo del proyecto de la I-70 Este se han venido realizando en las noches con avisos enviados al público y partes interesadas dos semanas previas a la reunión. El CDOT ha utilizado una variedad de técnicas de participación pública para invitar al público a participar en las reuniones. Estas técnicas incluyen pero no se han limitado a e-mails en grupo, publicidad por correo, volantes, sondeos de puerta a puerta, invitaciones por teléfono y un kiosco informativo en el vecindario.

Para fomentar la participación pública y hacer que las reuniones sean accesibles al público en general, todas las reuniones se realizaron en ubicaciones ADA accesibles en comunidades cercanas, incluyendo, pero no limitándose a Elyria y Swansea, Commerce City, Aurora y Northeast Park Hill. También se ha proporcionado comida, cuidado de niños y traducciones al español en todas las reuniones públicas del CDOT.

Los comentarios recibidos durante los esfuerzos de participación pública fueron considerados por el CDOT y se incorporaron en el proceso de decisiones según corresponda. Estos cambios incluyen, pero no se limitan a: mejoras a los compromisos de las atenuantes, actualizando el análisis de la calidad del aire, manteniendo abierto el empalme de la Steele Street/Vásquez Boulevard y coordinando con Denver sobre soluciones de drenaje.

Consulte el Capítulo 10, Participación Pública, del EIS Final para obtener detalles sobre los esfuerzos de participación pública y de las partes interesadas.

### OUT2. ¿Cómo hacemos accesibles al público y partes interesadas las notas y materiales de las reuniones?

La reuniones públicas específicas al proyecto de la I-70 Este están documentadas y las notas de estas reuniones están disponibles en el sitio web del proyecto (<http://www.i-70east.com/> y estuvieron disponibles copias impresas a petición. Los materiales informativos de las reuniones se han traducido al español y han estado disponibles traductores en todas las reuniones. Las audiencias públicas oficiales realizadas para el Anteproyecto del EIS del 2008 y el Anteproyecto del EIS Suplementario incluyendo las transcripciones están disponibles en el sitio web del proyecto. Esta documentación se ha utilizado para ayudar a informar sobre el proceso de la NEPA.

### OUT3. ¿Cómo ha asegurado el CDOT que la comunidad hispano parlante haya participado en el proceso y haya tenido acceso a los materiales del proyecto?

Traductores al español estuvieron disponibles durante todo el proceso en cada reunión pública y en la oficina del proyecto durante el periodo de comentarios del Anteproyecto del EIS Suplementario. El Resumen ejecutivo del Anteproyecto del EIS Suplementario y el EIS Final se publicarán en ambos idiomas, inglés y español. Los materiales que se encuentran en el sitio web en inglés se han traducido al español de forma regular y están incluidos en la versión en español del sitio web (<http://www.i-70east.com/index-es.html>). Todos los materiales impresos y electrónicos que se han distribuido al público—incluso la publicidad enviada por correo, volantes, e-mails, boletines y carteles— son

bilingües en inglés y español. También se han realizado visitas de puerta a puerta en las comunidades afectadas con la ayuda de miembros del equipo hispano parlantes.

## Análisis de las Alternativas

### ALT1. ¿Por qué el CDOT no puede seleccionar una alternativa que no afecte el medioambiente circundante?

En la NEPA, hay normalmente un Alternativa de No Tomar Ninguna Acción que no tiene impactos distintos a las actividades de mantenimiento rutinario. El viaducto de la I-70 Este debe ser reemplazado debido a las condiciones de deterioro de la estructura. Por lo tanto, la alternativa de No Tomar Ninguna Acción para el proyecto de la I-70 Este no puede ser una “Alternativa de No Tomar Ninguna Acción” real debido a los problemas de seguridad. La Alternativa de No Tomar Ninguna Acción reemplazará el viaducto, pero no añadirá capacidad en términos de carriles adicionales. Sin embargo, esta alternativa requiere el ensanchamiento de la estructura de reemplazo. Todas la alternativas bajo consideración, incluyendo la Alternativa de No Tomar Ninguna Acción, ampliarán el área cubierta por la autopista para cumplir con el diseño y estándares de seguridad actual. Ver el Capítulo 3, Resumen de las Alternativas del Proyecto, del EIS Final para información adicional sobre las alternativas.

### ALT2. ¿Se están considerando alternativas que eliminen la I-70 Este de su alineamiento actual?

Se han considerado más de 90 alternativas durante el proceso del EIS, inclusive las alternativas que realinean y desvían la I-70, una alternativa evitaba la justicia ambiental de las comunidades de Elyria y Swansea, y otra alternativa que utilizaba las redes locales. La alternativa que hubiera realineado una parte de la autopista fue considerada como alternativa en el Anteproyecto del EIS del 2008, pero después fue eliminada a través del proceso de participación pública y debido a que estuvo claro que la alternativa no cumplía con el propósito y necesidad del proyecto. También se evaluaron otras alternativas que movían a la autopista lejos de su alineamiento actual y se encontró que no eran alternativas razonables. Todas las alternativas que se están evaluando actualmente

# Comentarios Recibidos con Frecuencia y sus Respuestas

se encuentran en el alineamiento actual de la I-70. Consulte el Capítulo 3, Resumen de las Alternativas del Proyecto, del EIS Final para obtener información adicional sobre el desarrollo de las alternativas y el proceso de análisis.

**ALT3. ¿Se consideró la Alternativa de Desvío a la I-270/I-76, y, si el CDOT realizará un Anteproyecto del EIS Suplementario para esta Alternativa de Desvío?**

La Alternativa de Desvío a la I-270/I-76 fue evaluada y eliminada en las etapas iniciales del proceso de análisis de alternativas para Anteproyecto del EIS del 2008 debido a que no cumplió con el propósito y necesidad del proyecto. La eliminación de esta alternativa se reconfirmó en la Sección 3.5 del Anteproyecto del EIS Suplementario del 2014, luego de haberse realizado un análisis adicional debido a que no cumplía con el propósito del proyecto de implementar una solución de transporte que mejore la seguridad, el acceso y la movilidad y resuelva el congestionamiento en la I-70. Como se discute en la Sección 3.9 del EIS Final, ésta no es una alternativa razonable por las siguientes razones:

- Desviar la I-70 y dejar la 46th Avenue en su ubicación actual fomentaría que los usuarios de la autopista utilicen la 46th Avenue para llegar a sus destinos en vez de permanecer en la I-70. Debido a esto, habría un incremento sustancial en el volumen de tráfico en la 46th Avenue, el cual genera problemas de seguridad, acceso y movilidad en las comunidades circundantes y también crea una barrera para ciclistas y peatones que se desplazan a través de la comunidad.
- En base al análisis de tráfico, los volúmenes de tráfico proyectados para el 2035 para la 46th Avenue, si se desvía la I-70, sería de 10 a 20 veces más altos (más de 50,000 vehículos diarios) que el tráfico que se pronostica para la 46th Avenida con las alternativas que mantienen la autopista en su ubicación actual.
- El desvío de la I-70 también forzaría a los camiones de reparto y otros vehículos grandes a utilizar la 46th Avenue con frecuencia para llegar a las zonas industriales y empresas ubicadas cerca de la I-70 actual.
- Habría un incremento de viajes fuera de ruta, ocasionando problemas de movilidad. Del tráfico de la I-70 que se dirige al Oeste, aproximadamente el 50 por ciento continúa más allá de la I-25 y permanece en la I-70. La Alternativa de Desvío añade 2

millas de viajes fuera de ruta para estos vehículos. El treinta y cinco por ciento del tráfico de la I-70 que se dirige al Oeste sale a la I-25 en dirección Sur. La Alternativa de Desvío añadiría cuatro millas de viaje fuera de ruta a estos vehículos, resultando en un incremento de tiempo de viaje.

- No habrían opciones de rutas múltiples de Este a Oeste para la autopista en esta zona. Las opciones múltiples de ruta son beneficiosas para el acceso en caso de emergencia.
- Esta alternativa requiere más de 12 millas de ensanchamiento significativo de la autopista a lo largo de la I-270 y la I-76. Esto incrementaría el costo de la construcción del proyecto de \$3.5 mil millones a \$4 mil millones, el cual es el doble de lo que cuestan las alternativas sobre el alineamiento actual.
- Muchas de las partes interesadas—incluyendo la Ciudad de Commerce City, el Condado de Adams, la Alianza de Transporte de la Zona Norte y la Asociación de Empresas de Transporte Motorizadas de Colorado— han expresado continua oposición a esta alternativa.

Debido a que se ha determinado que la Alternativa de Desvío a la I-270/I-76 no es razonable, no es necesario realizar un Anteproyecto del EIS Suplementario adicional para analizar en detalle los impactos de esta alternativa. Para ver más detalles sobre el análisis realizado en la Alternativa de Desvío a la I-270/I-76, favor de ver el Anexo C, *Apéndice del Informe Técnico de Análisis de las Alternativas*.

**ALT4. ¿Todavía se está considerando la Alternativa del Viaducto Modificado en el EIS Final?**

La Alternativa del Viaducto Modificado es una alternativa razonable y se está considerando y evaluando en el EIS Final. Sin embargo, La Alternativa de Paso a Desnivel Parcialmente Cubierto con Carriles Administrados se ha identificado como la Alternativa Preferida, debido a que proporciona más oportunidades para implementar atenuantes en el vecindario de Elyria y Swansea y tiene un apoyo más amplio por la comunidad y diferentes partes interesadas.

## Impactos y Medidas Atenuantes

**IMP1. ¿Qué planes tiene el CDOT para contrarrestar los impactos del proyecto?**

Muchas de las medidas atenuantes que el CDOT se está comprometiendo incluir son medidas atenuantes típicas que formarían parte de cualquier proyecto. Un ejemplo son las Mejores Prácticas Administrativas (BMPs abreviación en inglés) las cuales son: eficaces, practicas de conservación viables (incluyendo consideraciones tecnológicas, económicas e institucionales), y medidas de gestión de tierras y agua que evitan o disminuyen impactos adversos a los recursos naturales y culturales. Las Mejores Prácticas Administrativas podrían incluir un programa de actividades, prohibiciones, normas de mantenimiento y otras prácticas administrativas. La Mejores Prácticas Administrativas físicas podrían incluir cosas como pacas de heno (zacate) para el control de erosión o mallas para filtrar limo.

Además, muchos de los recursos evaluados suponen artículos regulados o procedimientos que se deben seguir y podrían incluir requisitos atenuantes. Las Mejores Prácticas Administrativas y artículos regulados comunes se incluirán en el presupuesto de construcción del proyecto, y no se lista por separado a menos que haya un razón específica para hacerlo. La mayoría de estos artículos han sido considerados dentro de los planes de especificación/construcción para el proyecto.

Ejemplos de medidas atenuantes típicas y estándares de las Mejores Prácticas Administrativas y artículos regulados que se van a proporcionar son entre otras las siguientes:

- Compensar a cualquier persona cuya propiedad debe adquirirse para la Alternativa Preferida según la Constitución de los Estado Unidos y la Ley Uniforme de Asistencia en la Reubicación y Política de Adquisición de Bienes Inmuebles (Ley Uniforme) de 1970, enmendada.
- Seguir el Acuerdo Programático con la Oficina de Preservación Histórica del Estado (SHPO abreviación en inglés) para el compromiso de atenuantes de los recursos históricos.
- Construir muros contra ruido, según sea necesario, y reducir al máximo los impactos para las condiciones posteriores a la construcción.

# Comentarios Recibidos con Frecuencia y sus Respuestas

- Realizar estudios paleontológicos previos a la construcción y seguimiento paleontológico continuo durante todas la fases de construcción.
- Devolver los parques y cruces de caminos al estado en que se encontraban antes de la construcción y mantener el acceso a los caminos durante la construcción.
- Atenuar los impactos permanentes a las propiedades de la Sección 6(f) (ciertas propiedades al aire libre y para esparcimiento público) según la Sección 6(f)(3) de la Ley de Fondos para Conservación de Agua y Tierras (LWCF abreviación en inglés).
- Cubrir, humedecer, compactar o utilizar agentes químicos de estabilización para controlar el polvo y materiales excavados en las zonas de construcción.
- Utilizar barreras y mallas contra el viento para prevenir que se disperse el polvo de la zona.
- Cubrir todos los camiones de descarga que salen de la zona para prevenir que la tierra se derrame sobre las calles.
- Prohibir el encendido innecesario de motores de equipos de construcción inactivos.
- Localizar zonas para situar las instalaciones para la construcción que estén lo más lejos posible de usos residenciales.
- Cumplir con el Proyecto de Ley 40 del Senado (protección de vida silvestre y el hábitat del estado), la política del CDOT con respecto a los Perros de Pradera de Cola Negra afectados, y las Especificaciones Estándares del CDOT para la protección de las aves migratorias.
- Atenuar impactos inevitables y permanentes a pantanos en una proporción de 1:1 en un banco de atenuantes para pantanos en la cuenca del rio South Platte River.
- Devolver los pantanos afectados temporalmente a las condiciones previas a la construcción.
- Utilizar las mejores prácticas administrativas para el desagüe de aguas subterráneas, tratamiento y eliminación durante el proceso de construcción.

- Implementar medidas de construcción estándar para el control de erosión pluvial.
- Investigar formas para mantener conexiones seguras y eficientes a través del vecindario para todos los medios de transporte durante la construcción. Esto significa comunicación activa con los residentes para que estén al tanto de los cierres y desvíos temporales de las calles. También puede incluir colaborar con el RTD para reducir al máximo las interrupciones a las zonas de servicio y horarios.

Los comentarios recibidos durante los esfuerzos de participación pública fueron considerados por el CDOT y se incorporaron ideas de atenuantes razonables y viables en el proyecto según fuera conveniente. En respuesta, el equipo del proyecto ha desarrollado medidas atenuantes adicionales más allá de las medidas requeridas o que normalmente se realizan en Colorado para disminuir los impactos adversos en la zona de estudio del proyecto. Las medidas incluidas en el Registro de Decisiones del proyecto deberán ser completadas.

- Proporcionar un tramo cubierto sobre la I-70, con una longitud máxima de 1,000 pies, donde pasará a desnivel a través del vecindario de Elyria y Swansea, incluyendo un paisaje urbano en la parte superior.
- Proveer un nivel básico de jardinería sobre la cubierta de la autopista necesario para proporcionar un espacio común activo para los residentes de los alrededores y comunidades locales, apoyar las conexiones sociales y peatonales en el vecindario de Elyria y Swansea, y proveer nuevo espacio para la Escuela Primaria Swansea.
- Proveer fondos para la Community Resource Housing Development Corporation (CRHDC abreviación en inglés), el cual lo utilizarán para asistir a los residentes y negocios desplazados con asesoría financiera y la obtención de financiamiento para la propiedad de reemplazo y asegurar préstamos residenciales y comerciales. El CDOT ya ha proporcionado los fondos a la CRHDC como una atenuante anticipada.
- Para reducir los impactos del polvo y el ruido durante la construcción, para las viviendas entre la 45th y 47th Avenidas, en el tramo de la Brighton a Colorado Boulevard:
  - Se les proporcionará contraventanas interiores

- Se les proveerá dos unidades de aire acondicionado portátiles o montadas en las ventanas con filtración de aire y asistencia para pagar los posibles gastos adicionales de servicios públicos durante la construcción
- Proporcionar \$2 millones para reemplazar algunas de las viviendas de bajos recursos adquiridas en el vecindario de Elyria y Swansea mediante programas disponibles.
- Facilitar oportunidades para promover la contratación de personas de las comunidades, tales como ferias de empleo con los contratistas. Otras áreas que el CDOT está investigando incluye la inversión de fondos en programas de desarrollo de la fuerza laboral local dirigido a la preparación anticipada de personal antes de que empiece la construcción y está presentando una solicitud para el programa piloto del US DOT para poner en práctica preferencias de contratación en base geográfica para el proyecto de la I-70 Este.
- Contribuir a programas existentes que faciliten el acceso a alimentos frescos.
- Proporcionar una comunicación sólida y susceptible al contexto y un plan de participación pública durante la construcción para asegurar que los residentes se mantengan informados.
- Rediseñar y reconstruir el patio de la Escuela Primaria Swansea, incluso la construcción de un patio de recreo en una ubicación temporal durante la construcción y la reconstrucción de las instalaciones de estacionamiento de la escuela. Otras medidas atenuantes para la escuela son:
  - Instalar nuevas puertas y ventanas, y un nuevo sistema de calefacción y ventilación (HVAC abreviación en inglés).
  - Construir dos aulas adicionales.
- Recolectar muestras representativas del suelo de tres o cuatro propiedades residenciales que se hayan limpiado recientemente antes, durante y después de la construcción para analizar si hay plomo y arsénico y asegurarse que las propiedades no se hayan contaminado nuevamente debido a las actividades de construcción. Solicitar que el contratista implemente medidas estándares de control del polvo (específicamente para la PM10), como riego, mantas de control de erosión, o resiembra, como condición para realizar el trabajo. Además, se colocarán monitores continuos de PM10 a lo largo de ciertos tramos del corredor donde se encuentre



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en marcha la construcción. Estos monitores tendrán “niveles de alerta” para dar aviso anticipado a los trabajadores de la zona de construcción si hubiera lectura de niveles altos de polvo para que puedan resolver el problema inmediatamente.

- Proporcionar financiamiento y participar en un documental que cubre la historia de la I-70 Este y su relación con las comunidades de Elyria, Swansea y Globeville. El CDOT ya ha completado esta tarea como una atenuante anticipada. Este documento está disponible en el sitio web del proyecto en el [www.I-70east.com](http://www.I-70east.com).

Para más detalles sobre una lista completa de las medidas atenuantes, consulte la Sección 5.23, Resumen de los Impactos y Atenuantes del Proyecto, del EIS Final.

### IMP2. ¿Cómo se transportará y tratará el agua proveniente de eventos climáticos fuertes en la sección a desnivel?

El diseño del proyecto de la Alternativa de Paso a Desnivel Parcialmente Cubierto proporcionará la colección y transporte del agua de un evento de tormenta (cada 100 años) que tiene probabilidades del 1 por ciento de ocurrir y reducirá sustancialmente el riesgo de inundaciones al norte de la I-70, comparada con las condiciones existentes. Un sistema de drenaje en la zona coleccionará las aguas pluviales de la carretera y otro sistema de drenaje fuera de la zona coleccionará las aguas pluviales de las comunidades circundantes. Antes de dejar que desemboken a los arroyos receptores, el sistema de drenaje de la zona desembocará a un estanque para proporcionar tratamiento de calidad del agua. Las desembocaduras del estanque son más pequeñas que las entradas, para que la escorrentía se almacene temporalmente en el estanque y se suelte en un periodo de unos días. Durante este tiempo (el CDOT requiere un tiempo mínimo de drenaje de 40 horas), el sedimento se asienta fuera de la escorrentía y se almacena en los estanques. La escorrentía, con menos sedimentos desembocarán al South Platte River, Las Mejores Prácticas Administrativas para la calidad del agua permanente están incluidos en el diseño de estos sistemas.

Denver se encuentra en las etapas de planificación de sus dos proyecto de cuencas de drenaje. Dependiendo del momento de la construcción de dichas cuencas, podría permitir que la salida del sistema fuera de la zona de la I-70 Este sea modificado, reduciendo de esta forma los impactos a la I-70 Este de la Alternativa Preferida.

### IMP3. ¿Cómo se reducirá al máximo el ruido del tráfico de la carretera en las comunidades adyacentes después de la construcción?

Se analizaron los impactos del ruido y medidas atenuantes de acuerdo con el *Análisis del Ruido y Normas de Reducción* del CDOT (2015). Se realizó un análisis a fondo para cada comunidad y cada alternativa, incluyendo la reducción del ruido asociado con la autopista a desnivel y la cubierta de la Alternativa de Paso a Desnivel Parcialmente Cubierto. La Atenuante analizó la colocación de un muro contra ruido óptimo y altura para todos los receptores afectados. El análisis luego determinó si los muros contra ruido óptimos eran factibles y razonables en base a los estándares del CDOT. El EIS Final proporciona detalles y ubicaciones para los muros contra el sonido que se encontraron factibles y justificados. Para mayor información sobre el análisis del ruido y las medidas atenuantes propuestas, consulte la Sección 5.12, Ruido, del EIS Final.

### IMP4. ¿Cómo se atenuarán los impactos de la construcción en la Escuela Primaria Swansea?

El CDOT ha estado trabajando con el DPS para desarrollar medidas atenuantes de construcción para la Escuela Primaria Swansea, No se implementará una ubicación alterna para la escuela durante el periodo de construcción.

Las medidas atenuantes para la escuela incluyen un nuevo sistema de climatización (HVAC abreviación en inglés), puertas y ventanas para reducir los impactos del polvo y del ruido en la escuela y demás usuarios, específicamente para el periodo de construcción de la carretera. El CDOT también pagará por la construcción de dos nuevas aulas. Proporcionar aulas adicionales antes de la construcción de la carretera ayudará a atenuar algunos de los impactos al proporcionar beneficios que compensen a la comunidad para mejorar la calidad de la escuela en general más allá del periodo de construcción. Estas renovaciones se completarán antes de que empiece la construcción.

El CDOT ha estado coordinando con el DPS y con el director de la Escuela Primaria Swansea durante todo el proyecto para identificar las necesidades de la escuela y para rediseñarla. El patio de recreo de la escuela se reconfigurará temporalmente para alejarlo de la zona de construcción, con el último rediseño de la escuela incluido en el diseño final.

Finalmente, se realizará el monitoreo continuo de la calidad del Aire de PM10 en la zona durante la construcción para evaluar cualquier posible incremento temporal en los niveles de PM10. Este sistema alertará a los contratistas cuando sean necesarias las medidas atenuantes de construcción.

### IMP5. ¿Cómo el CDOT está preservando las propiedades históricas afectadas dentro de la zona de estudio?

El CDOT y la FHWA reconoce el significado de los recursos históricos dentro de la zona del proyecto. Sin embargo, para cumplir con el propósito y necesidad del proyecto, los recursos históricos serán afectados negativamente. La FHWA y el CDOT están trabajando en estrecha colaboración con la Oficina de Preservación Histórica del Estado (SHPO abreviación en inglés) y grupos de asesoramiento para reducir al mínimo los posibles efectos y establecer atenuantes apropiadas.

Un Acuerdo Programático preliminar que proporciona un proceso para ponerse de acuerdo sobre las atenuantes de efectos adversos y reevaluar la elegibilidad y efectos en propiedades históricas, según el caso, ha sido desarrollado y está bajo evaluación por la SHPO y los grupos de asesoramiento. El Acuerdo Programático también incluye ejemplos de medidas atenuantes que podrían implementarse. El Acuerdo Programático se concretará antes de que se firme el Registro de Decisiones y se incluirá como un anexo.

Consulte la Sección 5.6, Preservación Histórica, del EIS Final para más información sobre los impactos a propiedades históricas y las medidas atenuantes asociadas.

### IMP6. ¿Cómo manejará el CDOT los materiales peligrosos que sean identificados y/o se encuentren dentro de la zona del proyecto?

El CDOT realizará inspecciones apropiadas de asbesto, pintura con base de plomo, y residuos universales antes de la demolición de cualquier estructura de edificios. Si se encuentran estos materiales, se eliminarán según las regulaciones y normas aplicables. Si se encuentran materiales que contengan asbesto, incluyendo servicios públicos enterrados, el CDOT seguirá las Especificaciones 250.07, del Manejo de Materiales que Contienen Asbesto, y Procedimientos de Operaciones Estándar del Manejo del Suelo Contaminado con Asbesto del CDOT. Además,

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dependiendo del tipo de contaminación, estos materiales se limpiarán de acuerdo con la Sección 5.5 del Reglamento de Residuos Sólidos o la Regulación No. 8 del Reglamento de la Comisión de Control de la Calidad del Aire.

El Departamento de Trabajo y Empleo de Colorado, División de Petróleo y Seguridad Pública, regula los productos y químicos de tanques de depósito subterráneos (USTs abreviación en inglés) y ciertos tanques de depósito sobre la superficie que contienen petróleo (ASTs abreviación en inglés). La descarga debe reportarse a la División de Petróleo y Seguridad Pública, y se deberá implementar una investigación y limpieza, como sea necesario. La mayoría de los Tanques de Depósito Subterráneos (USTs abreviación en inglés) han tenido un derrame o fuga en algún momento en su ciclo de vida. Es posible que fugas pequeñas no se hayan identificado hasta que el UST esté fuera de servicio y formalmente cerrado.

Se ha realizado un muestreo de aguas subterráneas y suelo como parte del análisis de materiales peligrosos para el EIS y los resultados están disponibles en la Sección 5.18, Materiales Peligrosos, del EIS Final.

Además, el CDOT se compromete a recolectar muestras del suelo de tres o cuatro propiedades residenciales que se hayan limpiado recientemente antes, durante y después de la construcción para analizar si hay plomo y arsénico y asegurarse que las propiedades no se hayan contaminado nuevamente debido a las actividades de construcción. Cualquier material peligroso que ha sido expuesto durante la construcción será identificado y tratado. Este compromiso se originó en gran parte debido a los comentarios recibidos durante el Anteproyecto del EIS Suplementario con respecto a las preocupaciones sobre arsénico y plomo.

La Sección 5.18, Materiales Peligrosos, del EIS Final identifica varias medidas atenuantes que se implementarán durante la construcción para proteger la salud de la comunidad y de los trabajadores, así como medidas para manejar y prevenir que se propague la contaminación, si ésta, estuviera presente.

## IMP7. ¿Cómo está planificando el CDOT para reducir al mínimo el polvo durante la construcción?

Las medidas de supresión del polvo (por ejemplo, estabilizando y cubriendo las cargas de tierra y escombros durante el transporte y almacenamiento, regando las zonas movidas, y/o estabilizando y revegetando áreas expuestas después de la construcción) se implementarán para controlar los impactos de dicho polvo.

Además, para reducir impactos del polvo durante la construcción y reducir al mínimo la necesidad de ventilación a través de ventanas, para las viviendas entre la Avenidas 45th and la 47th, desde la Brighton Boulevard a la Colorado Boulevard:

- Se proporcionará contraventanas interiores
- Se dará dos unidades de aire acondicionado portátiles o montadas en las ventanas con filtración de aire y asistencia para pagar los posibles gastos adicionales de servicios públicos durante la construcción.

## IMP8. ¿Cómo se controlará y reducirá al mínimo el ruido durante la construcción?

Se tomarán medidas para reducir al mínimo el ruido durante la construcción. Estas medidas se pueden encontrar en el *Manual del Ruido de la Construcción de Autopistas* de la FHWA. El CDOT requerirá que el contratista utilice las Mejores Prácticas Administrativas (BMPs abreviación en inglés) para reducir el ruido durante la construcción. Además, para reducir los impactos del ruido durante la construcción y reducir al mínimo la necesidad de utilizar las ventanas para ventilación, para las viviendas ubicadas entre las Avenidas 45th y 47th, desde la Brighton Boulevard a la Colorado Boulevard:

- Se proporcionará contraventanas interiores
- Se proporcionarán dos unidades de aire acondicionado portátiles o montadas en las ventanas con filtración de aire y asistencia para pagar los posibles gastos adicionales de servicios públicos durante la construcción.

Este proyecto cumplirá con los códigos de la ciudad apropiados en lo que concierne al ruido de la construcción. Si se espera que los niveles de ruido durante la construcción excedan los límites de los códigos de la ciudad, el contratista debe obtener la variante del reglamento necesario, el cual normalmente incluye medidas atenuantes adicionales. Consulte el EIS Final, Anexo K, *informe Técnico del Ruido*, bajo la Sección 6.4, Ruido de la Construcción, para más información.

En los alrededores de la Escuela Primaria Swansea, el ruido de la construcción se reducirá en mayor medida posible durante el horario escolar. Si es posible, la construcción deberá ocurrir durante las horas en que la escuela no esté en sesión. Si esto no es posible, las actividades de construcción con ruido alto deben realizarse durante las horas no

escolares. También se pueden utilizar protectores de ruido temporal alrededor del patio de recreo de la escuela y otras áreas al aire libre de uso frecuente.

## Alternativa Preferida

### PA1. ¿Cuáles son los beneficios de la cubierta de la autopista?

La incorporación de la cubierta de la carretera ayudará a reconectar las comunidades circundantes al proporcionar conexiones fáciles y seguras entre estas comunidades para todos los usuarios, especialmente para peatones y ciclistas. La inclusión de la cubierta de la autopista con un jardín urbano y un espacio para la comunidad ayudará a lograr objetivos de habitabilidad más generales para la comunidad, escuelas de calidad y calles seguras junto con el apoyo de las comunidades existentes a lo largo del corredor. Además, la cubierta de la autopista reduce los impactos del ruido en las zonas adyacentes. La cubierta contribuirá directamente para mejorar la calidad del aire, resultando en concentraciones de PM10 que son menores en la Escuela Primaria Swansea y las zonas adyacentes de lo que serían en el futuro si no tuviera la cubierta (Alternativa de No Tomar Ninguna Acción). Además, la cubierta mejorará indirectamente las condiciones del vecindario al promover la caminata y el ciclismo para viajes cortos a destinos locales.

### PA2. ¿Por qué se proporcionó la cubierta como parte de la Alternativa Preferida?

La Alternativa de Paso a Desnivel Parcialmente Cubierto se desarrolló en respuesta a las preocupaciones de la comunidad de reconectar el vecindario de Elyria y Swansea eliminando el viaducto existente o las posibilidades de construcción de un nuevo viaducto, y colocando la autopista por debajo del nivel de la calle. Al colocar la autopista a desnivel en esta zona, la barrera visual creada por el viaducto existente se eliminará. La cubierta de 900 pies de longitud sobre la sección a desnivel de la I-70 tendrá un parque o jardín urbano sobre la cubierta que puede atraer a los residentes del lado norte y lado sur de la autopista, creando una conexión sin interrupciones que cruza la autopista y proporciona conectividad adicional dentro del vecindario. La cubierta estará ubicada entre la Clayton Street y Columbine Street y no excederá los 1,000 pies de longitud debido a los requisitos de ventilación requeridos por los estándares de incendio y seguridad.



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La cubierta de la autopista se desarrolló para atenuar los impactos adversos al vecindario de Elyria y Swansea y para restaurar y mejorar la cohesión del vecindario, la cual fue interrumpida hace varias décadas por la construcción original de la I-70 en los sesentas. La cubierta de la autopista tiene la intención de servir como un espacio activo para la comunidad, los residentes de los alrededores y comunidades locales, mientras que también proporciona atenuantes para la Escuela Primaria Swansea. Para proporcionar una conexión continua entre la cubierta de la autopista y la escuela, y un ambiente seguro para que los estudiantes utilicen las instalaciones de la cubierta, la 46th Avenue en el lado norte de la autopista se discontinuará en el tramo de la Clayton Street y la Columbine Street.

La cubierta ajardinada también apoyará conexiones sociales en el vecindario de Elyria y Swansea creando lugares donde los residentes y visitantes puedan reunirse e interactuar. Las instalaciones y diseño en este espacio—tales como juegos infantiles y canchas de deportes—se basarán en las opiniones y necesidades de la comunidad.

**PA3. ¿Quién mantendrá la cubierta de la autopista?**

El CDOT es responsable por el mantenimiento de la estructura de la cubierta. El mantenimiento de los atractivos y jardines sobre la cubierta todavía no se a determinado a la fecha. El CDOT está trabajando con Denver y el DPS para desarrollar acuerdos de uso compartido en la cubierta y operaciones y mantenimiento a largo plazo de la misma. Se desarrollará un plan de compromiso de mantenimiento y estos acuerdos finalizarán antes de que empiece la construcción.

**PA4. ¿Qué características se incluirán en el diseño de la cubierta?**

La cubierta tiene el propósito de ser un espacio compartido entre la comunidad circundante y la Escuela Primaria Swansea. Los jardines de la cubierta también apoyan las conexiones sociales en el vecindario de Elyria y Swansea creando lugares donde los residentes y visitantes puedan reunirse e interactuar. Las características y diseño en este espacio—tales como juegos infantiles y canchas de deportes—se basarán en las opiniones y necesidades de la comunidad. Consulte el Anexo P, *Esfuerzos de Planificación de la Cubierta*, del EIS Final para más información sobre planificación de la cubierta.

**PA5. ¿Cómo será la iluminación debajo de la cubierta?**

La iluminación de la sección cubierta se diseñará para cumplir con los requisitos de incendios y seguridad, así como para evitar el “efecto del agujero negro”, el cual era un problema principal con los túneles de Stapleton de la antigua I-70. El área cubierta de la autopista estará bien iluminada mediante el uso de las últimas tecnologías de iluminación para mejorar la seguridad de los conductores y las operaciones en la autopista.



*Esta foto de los Túneles Gemelos de la I-70 en las afueras de Idaho Springs, Colorado es un ejemplo de las últimas tecnologías de iluminación (al lado izquierdo) comparado con los antiguos estándares de iluminación.*

**PA6. ¿Se cerrará el empalme de la Steele Street/Vásquez Boulevard con la Alternativa Preferida?**

Como se identificaron en el EIS Final, el empalme de la Steele Street/Vásquez Boulevard permanecerá abierto como parte del diseño de la Alternativa Preferida en respuesta a los comentarios recibidos durante el Anteproyecto del EIS Suplementario. El acceso a la autopista se proporcionaría mediante un empalme en forma de diamante dividido en la Steele Street/Vásquez Boulevard y en la Colorado Boulevard con rampas auxiliares. Las rampas auxiliares permiten el movimiento completo en el intercambio mientras que reduce al mínimo el tráfico en el vecindario y el terreno utilizado por la autopista a la altura del empalme de la Steele Street/Vásquez Boulevard. Consulte el Capítulo 3, Resumen de las Alternativas del Proyecto, del EIS Final para mayor información.

**PA7. ¿Por qué se identificó la Opción de Carriles Administrados como la opción operativa preferida?**

La Opción de Carriles Administrados se identificó como la Opción Operativa de la Alternativa Preferida debido a su flexibilidad operativa a largo plazo y beneficios de movilidad. Los carriles administrados le dan flexibilidad a los conductores al permitirles pagar un tarifa para evitar el congestionamiento de los carriles de uso general, mejorando la confiabilidad en los tiempos de viaje. También le permite al CDOT controlar el congestionamiento a largo plazo, reduciendo la necesidad de expansión futura. La Opción de Carriles Administrados también tiene un mayor potencial de rendimiento, lo cual significa que tiene la capacidad para más personas en un momento dado. Esta opción da cabida a los autobuses expresos, camionetas y otros vehículo de alta ocupación, proporcionando de esta forma un mayor servicio para esos pasajeros. Esta opción también promueve el uso de vehículos para compartir con otros pasajeros para evitar el congestionamiento.

**PA8. ¿La Alternativa Preferida incluye una segunda cubierta en la autopista?**

No se ha incluido una segunda cubierta como parte de la Alternativa Preferida. Sin embargo, para satisfacer el interés de Denver de construir una segunda cubierta en el futuro, la Alternativa Preferida incluye un enfoque global para el diseño y construcción que no excluye la construcción de una segunda cubierta sobre la autopista desde la parte oeste del empalme de la Steele Street/Vásquez Boulevard hasta la parte este de Cook Street. Si otros deciden construir una segunda cubierta en el futuro, la calidad del aire se deberá analizar.

**PA9. ¿La Alternativa Preferida reduce la conectividad de Norte a Sur?**

Las siguientes conexiones Norte/Sur desde la Brighton Boulevard a la Quebec Street están incluidas, mantenidas, modificadas o eliminadas en base a los análisis y coordinación continua:

- Brighton Boulevard: permanecerá la conexión vehicular por debajo de la I-70
- York Street: se mantendrá la conexión vehicular sobre la I-70 como vía de un solo sentido



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- Josephine Street: se mantendrá la conexión vehicular sobre la I-70 como vía de un solo sentido
- Columbine Street: se mantendrá la conexión vehicular sobre la I-70 como vía de doble sentido
- Elizabeth Street: la conexión vehicular directa al sur de la I-70 no existe actualmente; la Elizabeth Street entre la 47th Avenue y la 46th Avenue Norte se desocupará para dar cabida a las mejoras para la escuela.
- Thompson Court: se mantendrá la conexión vehicular a la 46th Avenue; no existe actualmente acceso sobre la I-70
- Clayton Street: se mantendrá la conexión vehicular sobre la I-70 como una vía de doble sentido
- Fillmore Street: Se añadirá una conexión vehicular sobre la I-70 como una vía de doble sentido
- Milwaukee Street: se mantendrá la conexión vehicular de la 46th Avenue; el acceso sobre la I-70 no existe actualmente
- Steele Street/Vásquez Boulevard: se mantendrá la conexión vehicular sobre la I-70 como una vía de doble sentido
- Cook Street: se añadirá una conexión vehicular de doble sentido sobre la I-70
- Madison Street: se mantendrá la conexión vehicular en la 46th Avenue Sur; el acceso a la 46th Avenue se deberá hacer mediante la Mornroe Street propuesta, una cuadra al este; el acceso sobre la I-70 no existe actualmente
- Monroe Street: se añadirá un conexión vehicular de doble sentido sobre la I-70; una nueva carreteo se extenderá de Norte a Sur para reemplazar la conexión de la Garfield Street que fue eliminada
- Garfield Street: se eliminará y reemplazará la conexión sobre la I-70 por la nueva conexión Monroe Street
- Colorado Boulevard: permanecerá la conexión vehicular sobre la I-70
- Dahlia Street: permanecerá la conexión vehicular por debajo de la I-70

- Holly Street: permanecerá la conexión vehicular por debajo de la I-70
- Monaco Street: permanecerá la conexión vehicular por debajo de la I-70
- Quebec Street: permanecerá la conexión vehicular por debajo de la I-70

Para más información sobre las conexiones Norte/Sur que se proponen como parte de la Alternativa Preferida, favor de consultar el Capítulo 3, Resumen de las Alternativas del Proyecto, en el EIS Final.

## La Calidad del Aire y la Salud

### AQ1. ¿Se realizó un estudio de la Salud para el EIS Final de la I-70 Este?

En base a los comentarios del público, gran parte de la preocupación por la salud está relacionada a la calidad del aire alrededor de las carreteras. Un estudio de la salud (evaluación del impacto en la salud o evaluación de riesgos en la salud) no es requerido por la NEPA o la Ley del Aire Limpio y por lo tanto no se ha realizado para este proyecto. El estado actual de salud de las comunidades afectadas se ha discutido minuciosamente en la Evaluación del Impacto en la Salud del Departamento de la Salud Ambiental (DEH abreviación en inglés) de Denver (septiembre del 2014). El EIS Final añade a la información que se discute en el estudio del DEH mostrando cómo la calidad del aire es probable que cambie en el futuro bajo diferentes alternativas del proyecto. El análisis realizado para el EIS Final demuestra que los estándares de calidad del aire de la EPA para el CO y la PM10 se cumplirán, los niveles de PM10 serán mejores en la Escuela Primaria Swansea con el proyecto que con la Alternativa de No Tomar Ninguna Acción y las MSATs disminuirán en un 70 a 90 por ciento independientemente de la alternativa que se elija. Los posibles impactos del proyecto de remodelación de la I-70, incluyendo los efectos de cada alternativa en la capacidad de satisfacer los Estándares Nacionales del Ambiente de la Calidad del Aire (NAAQS abreviación en inglés) en base a la salud, y en niveles de Fuentes Móviles de Tóxicos del Aire (MSATs abreviación en inglés), se discuten en detalle en la Sección 5.20 del EIS Final, Condiciones de la Salud Humana.

Como se ha visto en los inventarios de emisiones de los contaminantes de los NAAQS y las MSATs, la diferencia en emisiones entre las alternativas (incluyendo la Alternativa de No Tomar Ninguna Acción) es alrededor de 2 a 4 por ciento o menos. Consulte el Anexo J, *Informe Técnico de la Calidad del Aire*. Además, las emisiones (y, por lo tanto, concentraciones probables) asociadas con la I-70 Este están disminuyendo considerablemente debido a una mayor movilidad, menor congestionamiento, y a estándares de emisiones de vehículos más limpios. Por ejemplo, los estimados de emisiones de MSAT preparado por la APCD muestran que las emisiones de partículas de diesel se proyectan que bajarán de 749 libras por día en el 2010 a 48 libras por día (con la Alternativa de No Tomar Ninguna Acción) ó 49 libras por día (con la de Paso a Desnivel Parcialmente Cubierto con Carriles Administrados) en el 2035. Las emisiones de benceno se pronostican que bajen de 133 libras diarias en el 2010 a 26 libras diarias (con la Alternativa de No Tomar Ninguna Acción) ó 27 libras diarias (con la de Paso a Desnivel Parcialmente Cubierto con Carriles Administrados) en el 2035. Las otras MSATs verán reducciones similares de emisiones. Consulte el Anexo J, *Informe Técnico de la Calidad del Aire* en la sección 7.4. Todos estos niveles de emisiones incluyen aumentos pronosticados de VMT en el corredor. Por lo tanto, una evaluación de impactos en la Salud, a lo sumo, mostraría muy pequeñas diferencias entre las alternativas con mucho menor impactos que los niveles históricos o actuales en términos de impactos a la calidad del aire. Esto no afectaría las elecciones entre las alternativas razonables.

### AQ2. ¿Por qué no se examinaron contaminantes adicionales relacionados al transporte, incluyendo partículas finas (PM2.5) y óxidos de nitrógeno (NO2), con el mismo nivel de detalle que se le dio al monóxido de carbono (CO) y partículas gruesas (PM10)?

Los protocolos de la Calidad del Aire (disponible en el Anexo J del EIS Final, Informe Técnico de la Calidad del Aire, Apéndice A) se desarrollaron a través de la coordinación interinstitucional entre el CDOT, La FHWA, la CDPHE, y la EPA. Todas las agencias estuvieron de acuerdo con los protocolos, el cual no incluyó el modelo PM2.5 ó NO2.

No se utilizó modelos para concentraciones en la carretera de PM2.5 y NO2 en el EIS Final debido a que no son contaminantes que poseen preocupación en el área de Denver o en la zona del proyecto en la actualidad, o en un futuro próximo. El área de Denver nunca ha violado

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los NAAQS para el PM2.5 y no está en peligro inminente de hacerlo en base a datos de monitoreo actual y tendencias previstas. El sexto valor más alto en 24 horas (el cual es el valor utilizado para determinar el cumplimiento de las regulaciones de la EPA) de PM2.5 actual del lugar de monitoreo de la I-25/8th Avenue de la CDPHE (el cual tiene un ADT mayor que la zona del proyecto de la I-70 Este actual) es de 30 µg/m3, comparado con el valor estándar de 35 µg/m3. Por lo tanto, no es necesario el uso de un modelo de zona crítica para la PM2.5. Con respecto al NO2, las regulaciones de conformidad de la EPA no requieren el uso de modelos de zonas críticas para el NO2. Consulte 40 C.F.R Sección 93.116.

A través de los inventarios de emisiones se examinaron la PM2.5 and el NO2. Hay muy poca variación en emisiones entre las Alternativas de Construcción y la Alternativa de No Tomar Ninguna Acción debido a mayor movilidad, menor congestionamiento y estándares más limpios para vehículos.

**AQ3. ¿Las mejoras a la autopista ocasionarán un aumento en la contaminación del aire para los residentes o la Escuela Primaria Swansea?**

El análisis de calidad del aire de MSAT y NAAQS realizado para el EIS Final muestra que las emisiones en general disminuirán en el futuro debido a mayor movilidad, menor congestionamiento y estándares más limpios para vehículos. Para las MSATs, el análisis demostró que el proyecto de la I-70 Este tendrá un efecto mínimo en las emisiones anuales en la zona de estudio (consulte la Gráfica 5.10-21 del EIS Final), con las distintas alternativas que muestran una gama de emisiones anuales de MSAT desde un 2.1 por ciento a un 3.8 por ciento por encima de la Alternativa de No Tomar Ninguna Acción en el año de diseño del 2035. Las tenencias generales en las emisiones de MSAT están disminuyendo claramente con todas las alternativas mostrando una disminución de aproximadamente ocho a nueve veces de las tasas actuales para el 2035 (Gráfica 5.10-20 del EIS Final).

Durante el proceso de la NEPA, el CDOT y La FHWA han consultado ampliamente con la EPA y el CDPHE sobre la estrategia y métodos para el análisis de la calidad del aire. Esta consulta ha resultado en un acuerdo sobre la metodología de análisis y los resultados de estos análisis. El análisis de CO y PM10 al lado de la carretera (zonas críticas) utilizaron los estimados del tráfico y emisiones actuales y los modelos de dispersión de los contaminantes que fueron analizados por la EPA. El análisis de las zonas críticas del CO mostró que todas las alternativas

resultarán en niveles de CO muy por debajo de las NAAQS. El análisis de la PM10 mostró que todas las alternativas resultarán en niveles iguales o por debajo de los NAAQS para este contaminante. También cabe señalar que ambos análisis fueron realizados en las ubicaciones más contaminadas dentro de la zona de estudio, asegurando que las condiciones de calidad del aire en otras zonas serán menores que las que resultaron en el análisis de las zonas críticas.

Además modelos de receptores se colocaron en la Escuela Primaria Swansea para el análisis de zonas críticas de PM10, con los resultandos presentados en la Gráfica 5.10-13 del EIS Final para mostrar que todas las ubicaciones con modelos permanecerán muy por debajo de los NAAQS en base a la salud para la PM10. El monitoreo del aire se realizará durante las labores de construcción para asegurar que la calidad del aire en la escuela no alcance niveles peligrosos.

**AQ4. ¿Exponerse a la contaminación del aire de la autopista tendría consecuencias adversas para la salud?**

La investigación actual indica que la exposición a los contaminantes del aire de la autopista podría resultar en condiciones adversas para la salud; sin embargo, es difícil determinar en que medida afectará las emisiones de la I-70 en las comunidad circundante. Los límites de la NAAQA establecidos por la EPA, protegen la salud humana. Los valores del modelo de la calidad del aire para el proyecto de la I-70 Este están por debajo de la NAAQA y demuestran que no hay excesos o impactos del proyecto en base a los estándares basados en la salud de la EPA para estos contaminantes. Por lo tanto, no hay impactos previstos del proyecto relacionados a contaminantes cubiertos por los NAAQS.

El Informe Especial del Instituto de Efectos en la Salud #16, Fuente Móvil de Tóxicos del Aire (Mobile-Source Air Toxics en inglés): Una Evaluación Crítica de la Literatura sobre Exposición y los Efectos en la Salud, manifiesta que los efectos del cáncer en la salud que se atribuyen a las MSATs son difíciles de distinguir debido a que la mayoría de las evaluaciones cuantitativas se derivan de los estudios de grupos de trabajadores expuestos a altas concentraciones y debido a que algunos estimados de la potencia del cáncer provienen de modelos desarrollados con animales. La exposición a múltiples MSATs provienen de fuentes no relacionadas a los vehículos, e identificar efectos en estudios de comunidades es un reto debido a las bajas concentraciones en el ambiente, exposición a posibles múltiples tóxicos y otros factores confusos.

En enero del 2010, el Instituto de Efectos en la Salud publicó un Informe Especial #17, investigando los efectos en la salud de los contaminantes del aire relacionados al tráfico. Los investigadores estimaron que habían pruebas “suficientes” para vincular al asma con la contaminación relacionada al tráfico. La evidencia fue “sugestiva pero no suficiente” para otros resultados perjudiciales de salud como la mortalidad cardiovascular. Los autores del estudio también señalaron que estudios epidemiológicos pasados no pueden proporcionar una evaluación apropiada de asociaciones de salud futuras debido a que las emisiones de los vehículos están disminuyendo con el tiempo.

Finalmente, en el 2011, el Instituto de Efectos en la Salud, publicó tres estudios en el que se evalúan el potencial para las zonas críticas de MSAT. En general, los autores confirmaron que aunque las autopistas son una fuente de tóxicos del aire, no pudieron comprobar que la autopista fuera la única fuente de estos contaminantes. Determinaron que la exposición cerca de las carreteras no eran con frecuencia diferentes o superiores que los niveles de exposición base (o ambiente) y, por lo tanto no se identificaron verdaderas zonas críticas. Estos Informes (Informes Número 156, 158 y 160) están disponible en el sitio web del Health Effects Institute: <http://pubs.healtheffects.org/index.php>.

Además, el CDOT observa que mientras que la incidencia de algunos efectos en la salud (tales como asma, autismo y trastorno de déficit de atención/hiperactividad) en la población de los E.E.U.U. parece haber incrementado, las emisiones de vehículos motorizados han disminuido. Esta disminución en las emisiones de MSAT está documentada en la Figura 13 del *Informe Técnico de la Calidad del Aire*, Anexo J del EIS Final y para otros contaminantes en el sitio web [epa.gov/ttn/chief/trends/](http://epa.gov/ttn/chief/trends/). Esta correlación negativa entre las tendencias de las emisiones y las tendencias de los efectos en la salud ilustra la complejidad de los temas. Las Evaluaciones de Riesgos en la Salud que se han realizado para las autopistas muestran riesgos para la salud muy por debajo de los factores de riesgo aceptables de la EPA. Por ejemplo, la conclusión de las Contribuciones de Riesgo en la Salud de la Autopista South Mountain de los Proyectos de Autopista encontró que: “las estimaciones de riesgo de la MSAT en los estudios resumidos anteriormente son correctos, esto significa que el riesgo gradual de cáncer debido a la inhalación del aire que está cerca de una carretera principal es varios cientos de veces menores que el riesgo de un accidente fatal debido al uso de una carretera principal”.

Las Emisiones Nacionales para Contaminantes del Aire Peligrosos de la EPA para las emisiones de benceno se basa en un nivel de riesgo de 100 casos de cáncer por millón. Mientras tanto, el reglamento del 2007 de la



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EPA sobre vehículos y combustibles está diseñado a un nivel de riesgo de 5 casos de cáncer en un millón; 20 veces menor que los estándares para los contaminantes en general.

También consulte la Sección 5.20, Problemas de Salud Humanos del EIS Final para información específica sobre el proyecto con respecto al tema. Las secciones AQ2 y AQ3 tienen información sobre la disminución de las emisiones.

### **AQ5. ¿Cuál será la calidad del aire cerca del parque que se tiene previsto para la cubierta en la Alternativa de Paso a Desnivel Parcialmente cubierto, así como dentro de la sección cubierta de la autopista?**

La calidad del aire alrededor de la cubierta fue examinada en el análisis de zonas críticas de PM10 de la I-70/I-25, utilizando un software para modelar con la tecnología de punta para estimar las concentraciones de contaminantes en la zona. Este análisis mostró que todas las zonas que se encuentran alrededor de la Escuela Primaria Swansea y la cubierta estuvieron muy por debajo de los estándares de la calidad del aire base para la PM10. Además, la Gráfica 5.10-13 del EIS Final muestra que las concentraciones de PM10 modeladas en la Escuela Primaria Swansea serán menores con la Alternativa de Paso a Desnivel Parcialmente Cubierto que con la Alternativa de No Tomar Ninguna Acción o la Alternativa del Viaducto Modificado, como consecuencia que la cubierta se encuentre adyacente a la escuela.

Con respecto a la calidad del aire dentro de la sección cubierta de la autopista, la cubierta fue diseñada para ser lo suficientemente corta para no necesitar ventilación artificial durante el funcionamiento normal, debido a que las dos direcciones estarán separadas por un pared de altura completa, la acción de los vehículos de desplazarse a través de cada lado de la sección cubierta mantendrán al aire en movimiento para que los contaminantes no se acumulen a niveles poco saludables. Según un reporte de seguridad contra incendios y ventilación preparado para el proyecto (Apéndice E del *Informe Técnico de la Calidad del Aire* del Anteproyecto del EIS Suplementario del 2014) el tráfico tendría que estar paralizado completamente por 27 minutos antes de que los niveles de contaminantes aumenten a un punto que sea necesario ventilación. En tal situación, o en caso de incendio u otro accidente que pudiera ocasionar que la calidad del aire fuera poco saludable debajo de la cubierta, se proporcionará un sistema de ventilación de emergencia para despejar el

aire y proteger a las personas que se encuentran dentro. El diseño de la cubierta incluye ventiladores a chorro que ayudarán a mover el aire a través de la porción de la cubierta de la autopista, cuando sea necesario.

En relación a la calidad del aire cerca de las aberturas de la sección de la cubierta de la autopista, los estudios han demostrado que las concentraciones de los contaminantes se disipan rápidamente con la distancia desde las aberturas del túnel. Consulte el *Informe Técnico de la Calidad del Aire*, Anexo J del EIS final para mayor información.

### **AQ6. ¿La Alternativa Preferida empeorará la calidad del aire en la zona del proyecto?**

Al mejorar la movilidad y reducir el congestionamiento a través del aumento de capacidad y reducciones en el tiempo de viaje junto con el cierre de la parada de camiones del Pilot Travel Center como resultado del proyecto, se anticipa que la Alternativa Preferida mejore en general la calidad del aire en la zona comparado con la Alternativa de No Tomar Ninguna Acción. Como se ven en los inventarios de emisiones de contaminantes de los NAAQS y las MSATs, la diferencia entre las alternativas (incluyendo la Alternativa de No Tomar Ninguna Acción) en emisiones es alrededor del 2-4 por ciento o menos, a pesar de que las VMT incrementarán. Consulte el Informe Técnico de la Calidad del Aire, Anexo J del EIS Final para mayor información.

En el análisis de zonas críticas de PM10 de la I-70/I-25, por ejemplo, el modelo de concentración de PM10 para la Alternativa Preferida es de 57 µg/m<sup>3</sup>, mientras que las concentraciones para la Alternativa de No Tomar Ninguna Acción son de 62 µg/m<sup>3</sup>. Nueve de los 10 receptores en la Escuela Primaria Swansea muestran que las concentraciones de PM10 son de 10 µg/m<sup>3</sup> ó menores para la Alternativa Preferida que para la Alternativa de No Tomar Ninguna Acción y con la misma concentración para las dos alternativas en el receptor restante.

Los valores del diseño para todas las alternativas en las zonas críticas en la I-25 y la I-225 son iguales o menores que 150 µg/m<sup>3</sup> para el PM10 de 24 horas de los NAAQS. La mayor diferencia entre la Alternativa de No Tomar Ninguna Acción y una Alternativa de Construcción se produce en la zona crítica de la I-225 para las Alternativas del Viaducto Modificado y de Paso a Desnivel Parcialmente Cubierto con la Opción de Carriles Administrados. Estas alternativas muestran incrementos hasta de un 57 por ciento entre las concentraciones modeladas, pero todavía por debajo del NAAQS.

### **AQ7. ¿Cómo piensa el CDOT monitorear la calidad del aire en las comunidades adyacentes y próximos a la Escuela Primaria Swansea, durante y después de las labores de construcción?**

Antes de empezar la fase de construcción, se requerirá que el contratista produzca un Plan de Control de Fuga del Polvo para el proyecto, el cual deberá ser aprobado por la División de Control de Contaminantes del Aire (APCD abreviación en inglés) de la CDPHE como parte del proceso de permisos relacionados al aire. El plan será evaluado por el personal de la APCD para garantizar que las Mejores Practicas Administrativas sean estipuladas para el control de las partículas aéreas de polvo provenientes de las labores de construcción. Adherirse al plan durante las labores de construcción reducirá al mínimo los efectos del polvo en las comunidades circundantes.

El equipo de construcción del proyecto también establecerá un Plan para Monitorear la Calidad del Aire Durante la Construcción, el cual delineará las necesidades de monitoreo específicas, equipos, y procesos utilizados para medir, mantener y reportar los datos de PM10. Se establecerá la recopilación de datos y protocolos para reportar datos públicos. El plan incluirá documentación adicional que definirá los niveles críticos de concentración para alertar a los administradores de la zona de construcción sobre el aumento en los niveles de polvo y la necesidad de implementar las Mejores Prácticas Administrativas (BMPs abreviación en inglés) de supresión del polvo adicionales en la zona objetivo. En este plan se incluirá una lista de BMPs y actividades de construcción. El plan también incluirá elementos de control de calidad y un plan de acción requerido por la EPA y un reporte de datos y calibración del equipo así como el mantenimiento requerido por la APCD.

Durante la construcción, se realizará un monitoreo del aire para asegurar que los esfuerzos de control del polvo sean exitosos en la prevención de la violación de los estándares de la calidad del aire. El monitoreo de la calidad del aire durante la construcción en el proyecto de la I-70 Este se enfocará en los monitores de PM10 en zonas de construcción activas a lo largo del corredor, como sea viable, para monitorear cada hora las concentraciones de PM10. El propósito de este monitoreo temporal será para mantener el conocimiento de la generación de polvo del proceso activo de perturbación de suelos, tales como demoliciones, excavaciones, demolición de piedras, etc.; para ayudar en la identificación del aumento de niveles de polvo localizado; y para activar un plan de implementación de BMP que responda si los niveles de polvo alcanzan un nivel crítico predeterminado.



# Comentarios Recibidos con Frecuencia y sus Respuestas

Además, como se señaló en la Sección 5.18, Materiales Peligrosos, del EIS Final, el CDOT desarrollará planes de salud y seguridad del manejo de materiales específicos en cada zona para estipular medidas de respuestas necesarias si se encuentran materiales peligrosos durante la construcción y garantizar de esta forma la protección de la salud y seguridad de los trabajadores y del público.

## Impactos a la Propiedad

### **PROP1. ¿La Opción de Carriles Administrados va ha requerir la adquisición adicional de derecho de paso?**

La Opción de Carriles Administrados no requiere de mayor espacio o carriles adicionales que la Opción de Carriles de Uso General al Oeste de la I-270 (cinco carriles de uso general en cada dirección para la opción de carriles de uso general, tres carriles de uso general y dos carriles administrados en cada dirección para la opción de carriles administrados). Tanto la Opción de Carriles Administrados como la de Carriles de Uso General utilizan el mismo ancho para propósitos de análisis. Al Este de la I-270, en la configuración final, la Opción de Carriles Administrados será más ancha que la Opción de Carriles de Uso General, debido a las rampas adicionales que proporcionarán conexiones directas desde los Carriles Administrados a la I-270, la I-25 y Peña Boulevard.

### **PROP2. ¿Qué impactos a la propiedad tendrá la Alternativa Preferida en las comunidades cercanas? ¿Cómo asistirá el CDOT a los residentes desplazados?**

La Alternativa Preferida va a requerir la adquisición de propiedades las cuales resultarán en la reubicación de 56 unidades residenciales y 18 comerciales (incluyendo una organización sin fines de lucro).

El CDOT notificará a todos los propietarios e inquilinos afectados sobre la intención de adquirir algún interés en sus propiedades, además de proporcionar una oferta por escrito de una compensación justa específicamente describiendo dichos intereses en la propiedad. Un especialista en derecho de paso se asignará a cada propietario para ayudarles a entender y dirigir este proceso.

No se le obligará a los residentes (inquilinos o propietarios) mudarse a menos que exista una unidad de reemplazo disponible que sea Comparable, Decente, Segura y Sanitaria (DSS abreviación en inglés). Los estándares de una DSS fueron establecidos por regulaciones federales y se ajustan a códigos locales de vivienda y ocupación. El CDOT proporcionará viviendas de reemplazo comparables que son DSS y dentro de las posibilidades financieras de los residentes, antes de que sea necesario que el residente se mude. Si no existe tal vivienda de reemplazo, las regulaciones le permiten a la agencia proporcionar un pago para el reemplazo de la vivienda que exceda el máximo pago reglamentario como parte del proceso de Último Recurso de Vivienda.

La Quinta Enmienda de la Constitución de los Estados Unidos provee que no se puede tomar propiedad privada para uso público sin pago o justa compensación. Además, la Asistencia de Reubicación Uniforme y la Ley de Política de Adquisición de Propiedades de 1970 (Ley Uniforme) es un programa por mandato federal que se aplica a todas las adquisiciones de bienes inmuebles o desplazamientos de personas como resultado de programas o proyectos federales o con asistencia federal, tales como la implementación de estas alternativas del proyecto. La Ley Uniforme fue creada para proporcionar y garantizar que se aplique “uniformemente” una compensación justa para terrenos adquiridos por el gobierno. El CDOT exige que se cumpla con la Ley Uniforme en cualquier proyecto para el cual tiene la responsabilidad de supervisar, sin importar de dónde proviene el financiamiento.

### **PROP3. ¿El CDOT repondrá viviendas en el vecindario para atenuar los impactos de adquisición?**

Para compensar la pérdida de algunas unidades de viviendas residenciales en el vecindario, el CDOT proporcionará \$2 millones en fondos para desarrollar unidades de viviendas asequibles en el vecindario de Elyria y Swansea a través de programas disponibles.

### **PROP4. ¿Se les proporcionará ayuda a los residentes en las inmediaciones de la I-70 para mudarse si deciden hacerlo?**

Las únicas partes que son elegibles para los beneficios de reubicación del CDOT son los ocupantes de los edificios quienes serán directamente desplazados por una adquisición del CDOT como resultado de este

proyecto y que cumplen con los requisitos aplicables de elegibilidad. La reubicación no es necesaria o apropiada para otros residentes debido a que las concentraciones de contaminantes del aire serán mucho menores que los estándares federales de salud y disminuirán durante la vida útil del proyecto. Se reducirán los niveles de ruido mediante la sección a desnivel de la I-70, la cubierta y muros contra ruido. Mudar a los residentes de viviendas que no son necesarias para la construcción sería una medida costosa que afectaría a las comunidades en lugar de mejorarlas debido al desplazamiento de más personas que el mínimo necesario para cumplir con seguridad el propósito y necesidad.

### **PROP5. ¿El CDOT reubicará la Escuela Primaria Swansea lejos de la I-70 para aminorar los impactos del proyecto?**

La Escuela Primaria Swansea ha sido identificada como un recurso muy importante y valioso en el vecindario de Elyria y Swansea. El equipo del proyecto investigó en el vecindario para identificar otra ubicación conveniente para la escuela. La única ubicación disponible que se identificó fue donde actualmente reside el Swansea Recreation Center. La comunidad expresó oposición a mover la escuela al lugar donde se encuentra el centro de recreación debido a que las vías del tren se encuentran adyacentes. La decisión de mantener la escuela en su ubicación actual se hizo durante las oportunidades de participación pública realizadas para evaluar lugares alternativos para la escuela, y encuestas a los padres en la escuela durante el proceso del PACT.

El CDOT desarrolló la Alternativa de Paso a Desnivel Parcialmente Cubierto para mantener la escuela en su ubicación actual y reducir al mínimo los impactos. Las atenuantes para la escuela rediseñan y amplían el terreno de la escuela y proporcionan mejoras al edificio.

Los residentes del vecindario de Elyria y Swansea están a favor de que la escuela permanezca en su ubicación actual con la Alternativa Preferida. El DPS también apoya esta decisión.

# Comentarios Recibidos con Frecuencia y sus Respuestas

## Consideraciones de Justicia Ambiental

### EJ1. ¿El CDOT ha tomado en cuenta los impactos a las comunidades de Justicia Ambiental?

El CDOT reconoce que el proyecto atraviesa por comunidades de justicia ambiental, y por eso proporcionó un nivel sin precedentes de participación pública diseñada para cubrir las necesidades de estas personas minoritarias y de bajos recursos, y encontrar formas para mejorar el proyecto, y reducir su impacto. El equipo del proyecto de la I-70 Este utilizó una variedad de herramientas para solicitar las opiniones y participación de las partes interesadas donde se trataron temas de diversidad en el lenguaje, niveles de alfabetización y exposición a los medios de comunicación incluyendo:

- La apertura de una oficina en la zona del proyecto
- Todas las reuniones públicas han sido convenientemente ubicadas dentro de la zona del proyecto y accesibles por el transporte público
- Proporcionando cuidado de niños, comida, y traducciones en cada reunión pública
- Proporcionando notificaciones y anuncios publicitarios en inglés y español
- Proporcionando anuncios en medios de comunicación locales y regionales y en organizaciones religiosas
- Utilizando empresas locales para dar servicio de comidas durante las reuniones y proporcionar servicios de traducciones
- Empleando residentes de la zona del proyecto para liderar y proveer personal para los esfuerzos de participación pública
- Distribuyendo volantes de puerta a puerta para los residentes y empresas de la zona
- Proporcionando varios métodos para comunicarse con el equipo del proyecto incluyendo e-mail, teléfono, sitio web, correo postal y atención sin turno previo
- Proporcionando todo tipo de comunicaciones en inglés y en español

El CDOT realizó análisis críticos que se enfocaron en impactos específicos en estas comunidades con servicios inadecuados, incluyendo algunos que se mencionan en la Evaluación de Impactos a la Salud del

DEH del 2014: el vecindario y conectividad de las calles, calidad del aire, acceso al transporte público, instalaciones para ciclistas y peatones y reubicaciones. Para resolver los impactos del proyecto de la autopista, el CDOT ha identificado medidas atenuantes más allá de las medidas atenuantes estándares para aliviar el impacto en estas comunidades. Consulte la Sección 5.3, Justicia Ambiental, del EIS Final para mayor información.

### EJ2. ¿Hay algún impacto mayor y adverso para las comunidades de justicia ambiental como resultado del proyecto?

Los beneficios del proyecto con las alternativas están distribuidos equitativamente en la zona del proyecto. El proyecto ha evitado algunos impactos, reducido al mínimo otros, y atenuado todos los impactos que se pudieran evitar o minimizar. Si no tomamos en cuenta la prevención, minimización y medidas atenuantes, el proyecto tendrá un impacto desproporcionadamente mayor y adverso a las comunidades de justicia ambiental. Sin embargo, el proyecto de la I-70 Este incluye muchas medidas atenuantes innovadoras para contrarrestar los impactos en las poblaciones minoritarias y de bajos recursos. Algunas de estas medidas atenuantes incluyen pero no se limitan, a proporcionar a los residentes que se encuentran cerca de la construcción de la autopista, contraventanas interiores y dos unidades de aire acondicionado portátiles o montadas en las ventanas con filtración de aire y asistencia para cubrir los posibles gastos de servicios públicos adicional durante la construcción, proporcionando contribuciones a programas existentes que faciliten el acceso a alimentos frescos, proveyendo sistemas de climatización (HVAC abreviación en inglés) y puertas y ventanas modernas para la Escuela Primaria Swansea, y proporcionando fondos a la CRHDC para asistir a los desplazados residenciales y comerciales con asesoramiento y adquisición financiera para obtener la propiedad de reemplazo y para la obtención de préstamos residenciales y comerciales. Después de considerar los beneficios de las Alternativas de Construcción junto con la evitación, minimización y mitigación, las Alternativas de Construcción no causarán efectos desproporcionados en ninguna población minoritaria o de bajos recursos, según las previsiones de la Orden Ejecutiva 12898 y la Orden 6640.23<sup>a</sup> de la FHWA. No se requiere ningún análisis más de justicia ambiental.

Además, la Opción de Carriles Administrados plantea preguntas de justicia ambiental relacionadas a los impactos de equidad: quienes pueden utilizar las instalaciones, habrán impactos adicionales, existen

impactos a aquellos que no tienen vehículos, y si todo el mundo se ha involucrado en el proceso público. Los carriles administrados proporcionarán tiempos de viaje reducidos para usuarios de todos los niveles de ingreso, y proporcionan un viaje confiable por el corredor cuando los conductores consideren que el peaje vale la pena. Mientras que el precio de los carriles administrados proporcionará opciones más confiables, se implementará con consideraciones minuciosas de impactos de equidad. Además, las mejoras en la conectividad de Norte a Sur para el acceso de los peatones y opciones para ciclistas beneficiarán la movilidad para aquellos que viven en las comunidades de justicia ambiental y que no tienen automóviles.

Consulte la Sección 5.3, Justicia Ambiental, del EIS Final para mayor información.

### EJ3. ¿Qué ha hecho el CDOT para minimizar impactos a las comunidades de Justicia Ambiental?

El equipo del proyecto ha estado recibiendo consistentemente comentarios relacionados acerca de los impactos a las propiedades residenciales y comerciales entre la Brighton Boulevard y la Colorado Boulevard. El proyecto se ha modificado en varias etapas del proceso de la NEPA con el transcurso del tiempo. En primer lugar, el equipo del proyecto realizó unos ajustes y modificaciones al Alineamiento Existente de las Alternativas propuestas (denominada la Alternativa del Viaducto Modificado en el Anteproyecto del EIS Suplementario y en EIS Final) después de la publicación de Anteproyecto del EIS del 2008 y durante el proceso del PACT. Y respondió moviendo la 46th Avenida por debajo del viaducto, minimizando impactos a las viviendas y negocios circundantes. También se agregó conectividad de Norte a Sur adicional a esta alternativa para mejorar la cohesión de la comunidad comparada con la Alternativa del Alineamiento Existente del Anteproyecto del EIS del 2008.

Luego, para reducir la presencia visual del viaducto en estas comunidades, mejorar la conectividad, y mejorar la seguridad en la zona; el equipo del proyecto introdujo una nueva alternativa en el Anteproyecto del EIS Suplementario: La Alternativa de Paso a Desnivel Parcialmente Cubierto, luego de haber escuchado las preocupaciones planteadas durante el proceso del PACT. Esta alternativa elimina el viaducto en el tramo de la Brighton Boulevard y Colorado Boulevard y coloca la autopista por debajo del nivel de la calle en esta zona. Incluye una cubierta en la autopista entre la Columbine Street y la Clayton Street con un jardín urbano para uso de la comunidad. La eliminación del viaducto



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mejora la seguridad comparado con las condiciones existentes al eliminar que caigan objetos de la autopista, eliminar los espacios oscuros debajo del viaducto, y eliminar los cruces peligrosos que existen en la actualidad debajo del viaducto. El apoyo a las comunidades más afectadas por el proyecto llevó al CDOT a identificar esta alternativa como la Alternativa Preferida.

Además, la Alternativa de Paso a Desnivel Parcialmente Cubierto mejorará la conectividad de Norte a Sur, proporcionará un mejor acceso para peatones y banquetas, y mejorará las opciones para ciclistas en la zona del proyecto. Esto beneficiará a todos los residentes en las comunidades de justicia ambiental.

El CDOT también proporcionará un nivel de atenuantes nunca provisto en otros proyectos para residentes que se encuentran cerca de la construcción de la autopista, para reducir impactos del polvo y ruido durante la construcción y minimizar la necesidad de utilizar ventanas para ventilación, las viviendas entre las Avenidas 45th y 47th, desde la Brighton Boulevard a la Colorado Boulevard:

- Se les proporcionará contraventanas
- Se les proporcionará dos unidades de aire acondicionado portátiles o montadas en las ventanas con filtración de aire y asistencia para pagar los posibles gastos adicionales de servicios públicos durante la construcción

Durante el proceso de participación pública, el equipo del proyecto escuchó de los residentes del vecindario afectado que la Escuela Primaria Swansea es un recurso importante para ellos. Por lo tanto, medidas atenuantes adicionales se desarrollaron para que la escuela pueda permanecer en su ubicación actual. Estas medidas atenuantes incluyen el suministro de un sistema de aire acondicionado (HVAC abreviación en inglés), puertas y ventanas para reducir los impactos del polvo y el ruido en la escuela y demás usuarios, específicamente durante el periodo de construcción de la autopista. El CDOT también pagará por la construcción de dos nuevas aulas. Proporcionar aulas adicionales antes que empiece la construcción ayudará a atenuar algunos de los impactos al proporcionar beneficios de compensación a la comunidad para mejorar la calidad en general de la escuela después del periodo de construcción. Estas mejoras se completarán antes de que comience la construcción.

Consulte la Sección 5.3, Justicia Ambiental, del EIS Final, para mayor información.

## Transporte y Tráfico

### TRANS1. ¿Se han investigado otras formas de transporte multimodal para este corredor?

El propósito de este proyecto es de implementar una solución de transporte que mejore la seguridad, el acceso y la movilidad y resuelva el congestionamiento en la zona del proyecto de la I-70. Este proyecto empezó en el 2003 como parte del proyecto del Corredor de la I-70 Este, el cual evaluó la autopista y soluciones de transporte público incluyendo una variedad de rutas para trenes y autobuses de Transporte Rápido (BRT abreviación en inglés). El proceso fue un esfuerzo conjunto inicialmente entre las agencias de autopistas y de transporte público. En Junio del 2006, los elementos de la autopista y de transporte público del proyecto se separaron ya que se decidió que ambos servían a dos mercados diferentes de viajeros, estaban ubicados en diferentes corredores y tenían diferentes fuentes de financiamiento. El proyecto de transporte del Corredor Este conectará el Aeropuerto Internacional de Denver con Union Station en el centro de la ciudad de Denver a lo largo de la Smith Road, al sur de la I-70. La construcción del proyecto de transporte del Corredor Este está actualmente en marcha y se prevé que finalice en el 2016. Para mayor información sobre el proyecto de transporte, visite: [http://www.rtd-fastracks.com/ec\\_1](http://www.rtd-fastracks.com/ec_1).

### TRANS2. ¿Cómo mejorará el proyecto la transitabilidad peatonal y ciclovías para las comunidades, especialmente las que están próximas a los empalmes y a lo largo de las conexiones de calles de Norte a Sur?

La Alternativa Preferida propuesta es consistente con el plan de ciclovías de Denver y ha evolucionado para seguir los estándares de seguridad para ciclistas y peatones. Ésta mejorará la experiencia peatonal y de ciclismo en la zona del proyecto al proporcionar cruces seguros a través de la carretera y mejorará las aceras e iluminación en las zonas afectadas.

Para Mayor información sobre transitabilidad peatonal y mejoras a las ciclovías, consulte el Capítulo 4, Impactos al Transporte y Medidas Atenuantes del EIS Final.

### TRANS3. ¿Habrán cambios en la intersección de la 47th Avenue y York Street, y si el CDOT proporcionará un puente peatonal en esta ubicación?

Aunque el equipo del proyecto ha recibido preocupaciones relacionadas a la intersección de la 47th Avenue y la York Street a través del proceso de participación pública, estas calles no se verán afectadas por el proyecto de la autopista. Por lo tanto, las mejoras para el proyecto no incluyen ningún trabajo en las intersecciones de la 47th Avenue y la York Street. Sin embargo, ha iniciado un análisis de alternativas para esta zona con el propósito de identificar posibles mejoras de seguridad.

### TRANS4. ¿El CDOT planea ampliar la I-70 al Oeste del empalme de la I-25/I-70, después que la I-70 Este se haya ensanchado?

El CDOT no tiene planes actuales ni futuros para ampliar la I-70 al Oeste del empalme de la I-25/I-70 en Denver. Debido a la naturaleza de planificación y financiamiento de transporte a largo plazo, El CDOT identifica proyectos de transporte décadas en el futuro (conocido como el plan a largo plazo del 2035). Esta parte de la I-70 en Denver no se ha incluido en el plan a largo plazo debido a que estudios sobre el tráfico mostraron que la mitad del tráfico en dirección Oeste de la I-70 Este se dirige a la I-25. En realidad, proyecciones recientes de tráfico mostraron que solamente habrá un cuatro por ciento de crecimiento en tráfico a lo largo del tramo de la I-70 al oeste del empalme de la I-25/I-70 durante los próximos 30 años.

### TRANS5. ¿Cómo se determinaron las proyecciones del tráfico para el proyecto?

Las proyecciones para este proyecto se realizaron utilizando el modelo de demanda de tráfico en base a viajes “Compas” del 2035 del DRCOG. Compass es un modelo regional que utiliza datos del uso de terrenos proyectados, incluyendo crecimiento poblacional y laboral, para pronosticar las condiciones futuras del tráfico. Estas proyecciones se utilizaron para determinar el número de carriles necesarios para acomodar el crecimiento del tráfico futuro. Este modelo incorpora datos sobre familias y empleos de la región y toma en consideración proyectos de carreteras y transporte público programados, incluyendo la línea ferroviaria urbana del Corredor Este.



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Para evaluar más a fondo las operaciones del tráfico para las alternativas, los resultados del modelo del DRCOG alimentan al modelo de asignación de tráfico dinámico (DTA abreviación en inglés) denominado “DynusT”. El DynusT simula interacciones de oferta y demanda en el sistema en mayor detalle para una sub-zona del modelo regional. La sub-zona es más grande que la zona de impactos de transporte para asegurar que incluye rutas razonables de desvío que pudieran ocurrir. La sub-zona para este proyecto se extiende del Oeste de Wadsworth al Este de la E-470 y se extiende del Sur de Colfax Avenue al Norte de aproximadamente la 80th Avenue. Esto asegura que el modelo tomará en cuenta los efectos de la I-270, I-25, el empalme de la I-25/I-70, y el sistema de carreteras locales en el análisis. El modelo proyecta velocidades, tiempos de viaje, volúmenes a horas pico, VMT, y volúmenes de las calles locales para las alternativas. Para mayor información, consulte el Capítulo 4, Impactos del Transporte y Medidas Atenuantes del EIS Final.

## TRANS6. ¿Qué modelo de viaje se utilizó para proyectar demandas futuras de tráfico a lo largo del corredor de la I-70 Este?

El modelo Compass del 2035 desarrollado por el DRCOG se utilizó para proyectar demandas futuras de tráfico a lo largo del corredor de la I-70 Este. Durante la determinación del ámbito del proyecto, el equipo de trabajo identificó el plan regional de transporte del DRCOG como la base para proyecciones de futuros viajes dentro de la zona de estudio. Esta decisión ha sido confirmada a lo largo del proyecto. Este plan y su modelo de demanda de viajes asociados incluye el crecimiento poblacional y laboral previsto para cada municipio dentro del DRCOG, así como, mejoras fiscalmente restringidas. El modelo también toma en cuenta mejoras de transporte público previstas y programadas en la región.

Los modelos de demanda de tráfico como Compass proporcionan un resultado en forma de demanda de vehículos o volumen. Éstos proporcionan datos para aquellos que toman decisiones para evaluar los impactos a la calidad del aire, ruido, flujo del tráfico que resulta del proyecto de transporte en las áreas metropolitanas con sistemas complejos de carreteras y centros de empleo/poblaciones complejas.

Los modelos base generalmente son propiedad y están mantenidos por organizaciones de planificación locales, y en Denver esa organización es el DRCOG.

El modelo tiene un alcance regional y abarca toda la zona de planificación de transporte del DRCOG el cual incluye los nueve condados, Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin, Jefferson y la porción Suroeste del condado de Weld. Se requiere por ley que el DRCOG modele sistemas de transporte regional existentes y futuros (carreteras y transporte público), en vez de proyectos individuales, para cumplir con los requisitos de Planificación de Transporte Federal. Un modelo de demanda de tráfico es esencial para dicho proceso, y regularmente es validado mediante una Evaluación de Certificación de Planificación de la FHWA la cual formaliza la supervisión regular federal y la evaluación del proceso de planificación de la MPO.

Las suposiciones/características detrás del modelo de demanda de viaje son:

**#1: Crecimiento de la región.** El DRCOG utiliza los mejores economistas y demógrafos del estado para estimar el crecimiento laboral y poblacional. Esta es la fuente del conjunto de datos socio-económicos actuales que se utilizan en todos los modelos del DRCOG.

**#2: Aceptación del modelo.** El modelo es aceptado y certificado por la FHWA.

**#3: Red de carreteras y transporte público.** La red codificada en el modelo para las condiciones existentes y de años futuros incluyen todos los proyectos que se encuentran en el plan de Transporte Regional fiscalmente restringido junto con otros proyectos de capacidad de carreteras que serán completados por gobiernos locales.

**#4: Datos de comportamiento.** Los aspectos de comportamiento del modelo se derivan de una encuesta amplia sobre viajes realizada por el DRCOG y la última colección se realizó en el 2010. Estas encuestas colectan grandes cantidades de datos y son esenciales para ayudar al modelo a relacionar las características de las personas con las opciones de viaje. Estos son proyectos poco frecuentes y costosos y en la comunidad TDM una encuesta del 2010 se considera reciente y confiable.

**#5: El modelo de demanda de viajes no es estático.** El modelo está cambiando siempre según los nuevos usos de terrenos y elementos de sistemas de carreteras que se van haciendo disponibles. El modelo se actualiza frecuentemente y se calibra al conteo de nuevos tráficos y los estimados las VMT de toda la región. El trasfondo de las suposiciones del comportamiento también podrían cambiar, al momento de tener disponible nuevas tabulaciones de la Cuenta de Viajes de la Cordillera Frontal.

Los datos cargados al modelo son:

- Datos socio-económicos (esto es ingresos, empleo, etc.)
- Datos familiares y poblacionales (esto es el número de personas por familia, ya sea actual o población futura proyectada)
- Datos del sistema de carreteras existentes y futuras (esto es volúmenes, velocidad, capacidad, etc.)
- Información del sistema de transporte público incluyendo autobuses y trenes (esto es RTD FasTracks). EL DRCOG depende del RTD para codificar la porción de transporte público en el modelo.

Los datos de la autopista y transporte público obtenidos del modelo son:

- Volúmenes vehiculares en las carreteras (flujo en las conexiones)
- Velocidades en las conexiones
- Tiempos de viaje del sistema
- Patrones de origen/destino – Estos están representados por los horarios de viajes de una zona a otra, las cuales generalmente están segmentadas por modo de transporte.
- División de los modos
- Emisiones de los automóviles y camiones
- Abordaje del transporte público u ocupación de los estacionamientos Park N Ride

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**TRANS7. ¿Por qué no se utilizó el último modelo de demanda de viajes (modelo Focus del DRCOG) para proyectar las demandas del futuro?**

En el momento en que el equipo del proyecto estaba trabajando en el Anteproyecto del EIS del 2008 y el Anteproyecto del EIS Suplementario, el modelo Focus no estaba disponible o el DRCOG todavía no lo había adoptado. El modelo Focus lo adoptó el DRCOG en febrero del 2015, mucho después de haberse terminado el Anteproyecto del EIS Suplementario e incluso después de haber empezado el proceso del EIS Final. Los requisitos federales exigen que los estudios de la NEPA utilicen el modelo de demanda regional de viajes adoptado en la actualidad para propósitos de análisis, el cual era el modelo Compas del DRCOG hasta febrero del 2015. Junto con la implementación del modelo Focus, el DRCOG empezó a utilizar un nuevo modelo de uso de tierras conocido como UrbanSim. El UrbanSim estaba programado para ser adoptado al mismo tiempo que el modelo Focus del DRCOG. Debido a la coordinación del tiempo de adopción de ambos modelos, el CDOT decidió continuar utilizando el modelo Compass del DRCOG.

El equipo del proyecto ha realizado un análisis comparativo entre los volúmenes del modelo Compass que están siendo utilizados en el EIS Final y los volúmenes que habrían sido generados por el modelo Focus recientemente adoptado. Este análisis encontró que los volúmenes del modelo Compass son ligeramente más altos que los volúmenes del modelo Focus (por lo general, menos de 5 por ciento de diferencia para la I-70), el cual no cambia el número de carriles necesarios para este proyecto. La FHWA ha recibido el análisis comparativo y está de acuerdo que el EIS Final de la I-70 puede continuar utilizando los volúmenes más recientes del modelo Compass, el cual el proyecto está utilizando para completar todos los análisis.

Cabe señalar que, antes que la FHWA seleccione un alternativa preferida en el Registro de Decisiones, la alternativa se incluirá en el plan regional de transporte fiscalmente restringido del DRCOG y se utilizará el software del modelo Focus para demostrar conformidad con los estándares finales de la calidad del aire. Consulte el Anexo E, *Informe Técnico del Tráfico* para más información.

**TRANS8. ¿Puede el CDOT restringir el tránsito de camiones en la I-70 a través del vecindario de Elyria y Swansea?**

Parte del propósito del sistema interestatal es promover el desarrollo económico, y el transporte de carga es un factor económico importante para la economía de la nación. Las zonas adyacentes a la I-70 Este son altamente industriales y dependen en gran medida en la necesidad de que los camiones entren y salgan de la zona con facilidad. Si se restringe el acceso de camiones a la I-70, se verían forzados a utilizar las calles locales para llegar a los negocios locales de la zona, afectando negativamente la seguridad y movilidad en las comunidades cercanas.

Excepto en circunstancias limitadas (por ejemplo, condiciones climatológicas adversas, zonas de construcción), y según el código 23 CFR 658.11(d), el Estado de Colorado no puede negar el acceso de camiones ni poner restricciones en el sistema interestatal sin la aprobación de la FHWA. La solicitud debe basarse en cuestiones de seguridad. Esto requiere un análisis del impacto al comercio interestatal y un análisis y recomendaciones de rutas alternas. La I-70 Este reconstruida mejoraría significativamente la seguridad a lo largo de este tramo de la interestatal para camiones y todo tipo de vehículos y comunidades aledañas.

El CDOT realizó un estudio del tránsito de vehículos pesados para determinar cuántos vehículos pesados viajan entre la I-270 y la I-76 en una trayectoria continua. Los vehículos pesados que continúan representan menos del tres por ciento del promedio, del tránsito de vehículos pesados en una dirección y menos de la mitad del uno por ciento del tránsito total en una dirección.

Los datos colectados representan el número total de vehículos pesados que se podrían eliminar del corredor de la I-70 si se implementara el desvío a la I-270/I-76. Debido al bajo número de vehículos pesados que circulan por todo el corredor y la distribución de viajes fuera de las horas pico de dichos vehículos, desviar los vehículos pesados a la I-270/I-76 no cambiaría el número de carriles necesarios para el proyecto de la I-70.

**TRANS9. ¿Cómo afectará el proyecto al tránsito de camiones en las comunidades adyacentes?**

A pesar de que el tránsito de camiones existente en el vecindario de Elyria y Swansea es una preocupación de los residentes locales, los cambios asociados con las Alternativas de Construcción no afectarán significativamente estas calles. Además, se cerrará la parada de camiones

Pilot Travel Center como resultado de las Alternativas de Construcción que moverán la autopista hacia el Norte, eliminando el tráfico de camiones asociados con este negocio. Cualquier cambio posible a las rutas designadas para camiones y las rutas de reparto se coordinarán con la ciudad de Denver para asegurar que los impactos se reduzcan al mínimo. Esto se puede lograr estableciendo rutas para camiones específicas, estableciendo una prohibición en algunas carreteras, y/o incitando horarios específicos de reparto en base a los aportes de los grupos de ciudadanos locales.

**TRANS10. ¿Cómo afectará la construcción al tráfico de la I-70?**

El contratista preparará un plan de manejo del tráfico y el CDOT lo revisará. El CDOT asegurará que las Mejores Prácticas Administrativas (BMPs abreviación en inglés) se utilicen para reducir al mínimo los impactos durante la construcción y proporcionar conexiones seguras y eficientes a través de las comunidades durante la construcción para todos los medios de transporte, incluyendo ciclistas y peatones. El CDOT también garantizará que las BMPs se utilicen para minimizar los impactos y así la I-70 permanezca abierta y operativa durante la construcción.

**TRANS11. ¿Se han considerado los cambios en las tendencias de manejo a la hora de desarrollar las alternativas para este proyecto?**

Aunque estudios recientes han mostrado que la gente está conduciendo menos, el área metropolitana de Denver experimentará un crecimiento hasta el 2035 que sobrepasa esta tendencia. Es la responsabilidad del CDOT proporcionar un sistema de transporte que se ajuste a este crecimiento. Antes de realizar el análisis, se identificaron características del sistema de transporte futuro (2035). Todas las alternativas del proyecto de la I-70 suponen la implementación de las mejoras de transporte identificadas en el Plan de Transporte Regional Metro Visión del 2035 del DRCOG (MVRTP abreviación en inglés). Esto incluye tanto proyectos programados (aquellos presupuestados en el Plan de Mejoras de Transporte [TIP abreviación en inglés] quinquenal) y proyectos planificados (aquellos que no están incluidos en el TIP, pero que si están incluidos en el MVRTP del 2035 del DRCOG adoptado). Las



# Comentarios Recibidos con Frecuencia y sus Respuestas

mejoras planificadas y programadas más significativas para el sistema de transporte dentro de la zona de estudio se muestran en el Capítulo 4 del Anteproyecto del EIS Suplementario.

Además de planificar mejoras para carreteras, el análisis supone la implementación de grandes mejoras al sistema de transporte público dentro de la región de Denver como parte del programa de FasTracks del RTD. El de mayor importancia en la zona de estudio es el proyecto del tren urbano del Corredor Este, el cual transitará desde el centro de la ciudad de Denver al Aeropuerto Internacional de Denver. El modelo del tráfico futuro tomó en cuenta estos proyectos y sus impactos en la demanda de transporte.

Se consideró para el análisis del EIS Final el mayor número de usuarios de transporte público debido a la expansión. Incluso con el aumento del uso de transporte público, el análisis muestra un incremento del ADT en el futuro, el cual requiere carriles adicionales en la autopista para acomodar el tráfico adicional.

Además, mientras que algunos de los comentarios han señalado la reducción nacional en VMT luego de la recesión del 2007-2008, datos recientes de la FHWA han mostrado que las VMT ha estado incrementado nuevamente durante los últimos 18 meses y ha alcanzado niveles de antes de la recesión. Para más información, consulte el sitio web de la FHWA: [https://www.fhwa.dot.gov/policyinformation/travel\\_monitoring/15juntvt/15juntvt.pdf](https://www.fhwa.dot.gov/policyinformation/travel_monitoring/15juntvt/15juntvt.pdf).

## Estrategias de Financiamiento

### FUND1. ¿Cómo el CDOT protegerá los intereses locales limitando la inversión de empresas extranjeras en el proyecto de la I-70 Este?

El CDOT establece límites para concesionarias privadas antes de publicar contratos. La Empresa de Transporte de Alto Rendimiento analiza las necesidades financieras de un proyecto, incluyendo la experiencia de la empresa, pero no, dónde se encuentran localizadas las oficinas centrales. Los países alrededor del mundo—particularmente Canadá, Australia, y España—tienen enfoques nuevos y más avanzados en proyectos de transporte, por lo que la mayoría de los conocimientos se encuentran internacionalmente. Sin importar de dónde proviene el dinero, cualquier empresa privada contratada por la HPTE deberá pagar impuestos corporativos en los Estados Unidos.

### FUND2. ¿Se transferirá la posesión de la autopista a una empresa privada a través del método de construcción de sociedad público-privada (P3 abreviación en inglés)?

No. La sociedad público-privada que se está considerando para la I-70 Este implicaría a un socio privado para el diseño, construcción, financiamiento, operaciones, y mantenimiento a largo plazo de la I-70 Este. Sin embargo, el CDOT mantiene la posesión de la autopista en todo momento. La responsabilidad al público sigue siendo la misma como si fuera para cualquier otro proyecto de transporte.

### FUND3. ¿Cómo se establecerán las tarifas de peaje?

Se han propuesto Carriles Administrados para la I-70 Este estrictamente como una estrategia de manejo del tráfico y no para generar ingresos o utilizarlo como parte de la sociedad público-privada. Las tarifas de peaje serán establecidas por la Junta Directiva de la Empresa de Transporte de Alto Rendimiento y se establecerá a un nivel necesario para mantener condiciones de tráfico de flujo libre en estos carriles. Los carriles de uso general existentes no pagarán peaje.

### FUND4. ¿Por qué el CDOT no está utilizando los ingresos del peaje para financiar este proyecto u otras cosas necesarias en las comunidades circundantes?

El análisis de peaje realizado por el CDOT muestra que los ingresos provenientes del peaje no cubriría el costo de la reconstrucción de la autopista. La ley estatal y federal C.R.S. 43-4-806 y el Artículo 10, Sección 18 de la Constitución del Estado; 23 U.S.C. 129(3)) restringe el uso del exceso de ingresos de peaje. La ley estatal requiere que los ingresos del peaje se utilicen dentro del corredor donde se colectan los peajes y en mejoras relacionadas al transporte. La ley federal limita el uso del exceso de ingresos del peaje para financiar el servicio de una deuda, mantenimiento (reconstrucción, repavimentación y rehabilitación), y para otros propósitos para los cuales los fondos federales se pueden utilizar bajo la ley federal de transporte. Con estas restricciones, ha sido práctica de la Empresa de Transporte de Alto Rendimiento buscar las opiniones de la comunidad sobre el uso de cualquier exceso de peaje (ingresos más allá de lo que es necesario para mantener los carriles de peaje).

### FUND5. ¿Cuál es la estrategia de financiamiento del proyecto?

La construcción completa de la Alternativa preferida costaría aproximadamente \$1.7 mil millones. Las fuentes de ingreso para el proyecto de la I-70 Este incluyen asignaciones de varias fuentes estatales y locales, pero siempre habrá una brecha entre el costo estimado para el proyecto y el ingreso disponible para construirlo. Ésta es una de las razones por la cual el CDOT está buscando el método de construcción P3. Debido a estas limitaciones de financiamiento, el proyecto se construirá en fases a través del tiempo. El Capítulo 8, Fases de Implementación del Proyecto, analiza las fases propuestas. El costo estimado para la fase 1 es de \$1.1 mil millones, a la fecha, ya se ha identificado el financiamiento de las siguientes fuentes para el proyecto de la I-70 Este:

- Ingresos de la Empresa del Puente/Bridge Enterprise en inglés (\$850 millones)
- Fondos del Denver Regional Council of Governments (DRCOG)/Surface Transportation Program-Metropolitan Areas (STP-Metro)/Congestion Mitigation/Air Quality (CMAQ) (\$50 millones)
- Fondos del Proyecto de Ley del Senado 09-228 (\$180 millones)
- Denver (\$37 millones)

No se incrementarán los impuestos para pagar este proyecto y el CDOT no está considerando los carriles administrados como una forma de financiar la construcción del proyecto de la I-70 Este.

La Bridge Enterprise fue formada por el CDOT en el 2009 como parte de la legislación FASTER (Funding Advancement for Surface Transportation and Economic Recovery en inglés) para financiar, reparar, reconstruir y reemplazar puentes con estructuras deficientes. Éste estará financiado por un recargo destinado para la seguridad de puentes que se cobra en las registraciones de los vehículos en base al peso de cada vehículo. Debido a las preocupaciones del impacto en el financiamiento del reemplazo del viaducto de la I-70 en los ingresos a largo plazo disponibles para la rehabilitación de otros puentes en Colorado, el CDOT estableció una meta para determinar el financiamiento del viaducto de forma que pueda retener el 50 por ciento de ingresos del puente para otros proyectos necesarios en todo el estado.





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<div><div><b>UNITED STATES ENVIRONMENTAL PROTECTION AGENCY</b> <b>REGION 8</b> 1595 Wynkoop Street DENVER, CO 80202-1129 Phone 800-227-8917 <a href="http://www.epa.gov/region08">http://www.epa.gov/region08</a> <b>OCT 30 2014</b></div></div> <p>Ref: 8EPR-N</p> <p>Mr. John Cater Division Administrator Federal Highways Administration 12300 West Dakota Avenue, Suite 180 Lakewood, CO 80228</p> <p>Mr. Don Hunt Executive Director Colorado Department of Transportation 4201 E. Arkansas Avenue Denver, CO 80222</p> <p>Re: I-70 East Supplemental Draft Environmental Impact Statement CEQ # 20140241</p> <p>Dear Mr. Cater and Mr. Hunt:</p> <p>The U.S. Environmental Protection Agency Region 8 has reviewed the I-70 East Supplemental Draft Environmental Impact Statement (EIS) and Section 4(f) Evaluation prepared by the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT). Our comments are provided for your consideration pursuant to our responsibilities and authority under Section 102(2)(C) of the National Environmental Policy Act (NEPA), 42 U.S.C. Section 4332(2)(C), and Section 309 of the Clean Air Act, 42 U.S.C. Section 7609.</p> <p>Based on the EPA’s procedures for evaluating potential environmental impacts on proposed actions and the adequacy of the information present, the EPA is rating the preliminary preferred alternative an EC-2 (Environmental Concerns - Insufficient Information). This letter documents the EPA’s concerns and recommendations for the Final EIS. A full description of the EPA’s rating system can be found at <a href="http://www.epa.gov/compliance/nepa/comments/ratings.html">www.epa.gov/compliance/nepa/comments/ratings.html</a>.</p> <p><b>PROJECT BACKGROUND AND DESCRIPTION</b></p> <p>The I-70 East project began in 2003 as a combination highway/transit improvements project for I-70 from I-25 east to Tower Road. The two components were separated in 2006 and an EIS for the transit elements was completed in 2009. The current EIS process analyzes the highway improvements project. The highway corridor traverses neighborhoods within Denver, Commerce City and Aurora. The purpose of the project is to improve safety, access and mobility and to address congestion along this major</p>			<p>transportation corridor. A Draft EIS was published in 2008 but was not finalized, and based on stakeholder input, the FHWA and CDOT decided to prepare a Supplemental Draft EIS. Subsequently, the lead agencies began a year-long collaborative process called the Preferred Alternative Collaborative Team, involving governmental agencies, advocacy groups, and neighborhood representatives from Adams County, Aurora, Commerce City and Denver. Using input from the Collaborative Team, the FHWA and CDOT developed a new alternative, known as the Partial Cover Lowered Alternative.</p> <p>This Supplemental Draft EIS analyzes two build alternatives: (1) the Revised Viaduct Alternative with North and South Options and (2) the Partial Cover Lowered Alternative, as well as the No Action Alternative. Both build alternatives will widen the highway from Brighton Boulevard to Tower Road from six to twelve lanes along the corridor. The total number of lanes in both directions heading east will be six lanes from I-25 to Washington Street, eight lanes to Brighton Boulevard, ten lanes to I-270, twelve lanes to I-225, ten lanes to Chambers Road, eight lanes to Airport Road and six lanes to Tower Road. The build alternatives include managed and general purpose lanes operational options. The Revised Viaduct Alternative replaces the existing I-70 viaduct between Brighton Boulevard and Colorado Boulevard. The Partial Cover Lowered Alternative removes the existing I-70 viaduct between Brighton Boulevard and Colorado Boulevard and lowers the highway in this section below grade to a maximum depth of approximately 40 feet. The Partial Cover Lowered Alternative also considers at-grade connectivity options within the below-grade section – a 900-foot-long, landscaped cover area between the Clayton Street and Columbine Street bridges adjacent to Swansea Elementary School, called the Basic Option, and the Modified Option that adds another cover over I-70 between St. Paul Street and Cook Street.</p> <p>The FHWA and CDOT have identified the Partial Cover Lowered Alternative with Managed Lanes as their preliminary preferred alternative. Phasing and timing will be determined during final design.</p> <p><b>ALTERNATIVES SCREENING PROCESS</b></p> <p>The Supplemental Draft EIS (Chapters 1 and 3) and the attachments (C – Alternatives Analysis Technical Report and D – Community Outreach and Agency Involvement) document the agencies’ thorough alternatives screening process. The EPA believes that the process was transparent and inclusive and provides a solid basis for the determination of the alternatives that were analyzed in depth in this document.</p> <p><b>ENVIRONMENTAL CONCERNS</b></p> <p>The EPA is a cooperating agency for the I-70 East project. We appreciate that the FHWA and CDOT have addressed many of our concerns regarding air quality, environmental justice and water quality in the Supplemental Draft EIS. We are satisfied that the Supplemental Draft EIS takes a reasoned approach to assessing the potential for impacts to water quality. Our remaining comments and concerns regarding air quality and environmental justice are included below and in our attached detailed comments.</p> <p><b>Air Quality</b></p> <p>The EPA appreciates the amount of additional detailed information and data that were provided in the Supplemental Draft EIS, specifically in the following areas: (1) the inclusion of additional, recent ambient monitoring data for the National Ambient Air Quality Standards (NAAQS); (2) updated criteria pollutant emission inventories with interim years; (3) discussion of the potential year of maximum emissions; (4) the use of EPA’s MOVES2010b motor vehicle emissions model; (5) the quantitative hot-</p>		

The information in the cover letter is noted. Responses to specific comments are included on the following pages.

Comments			Responses to Comments
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<p>spot modeling for carbon monoxide and for the two areas of concern for PM<sub>10</sub> hot-spot modeling; (6) the use of the updated base year of 2010; and (7) the specific mobile source air toxics emission inventories that were developed for the Supplemental Draft EIS and in Attachment J. We also commend the FHWA and CDOT for committing to provide the Swansea Elementary School with a new heating, ventilation and air conditioning system, doors and windows to reduce dust and noise impacts during construction, and to conduct air quality monitoring in the area during construction to evaluate the effectiveness of the mitigation measures used to decrease impacts.</p> <p>The Supplemental Draft EIS air quality hot-spot modeling analyses show that the preliminary preferred alternative will comply with both the carbon monoxide (CO) and particulate matter (PM<sub>10</sub>) NAAQS. Our attached detailed comments include recommendations for refining the air quality analysis for the Final EIS with newly available tools and information. These recommendations will increase the accuracy of the model predictions and the level of confidence in the impact assessment.</p> <p><b>Environmental Justice</b></p> <p>Six neighborhoods – Globeville, Elyria and Swansea, Northeast Park Hill, Montbello, Gateway and Aurora – in the project study area have higher minority populations than the minority population overall in Denver and Adams Counties. Four of these neighborhoods – Globeville, Elyria and Swansea, Northeast Park Hill and Aurora – exceed the county average of low-income households. Thus, environmental justice is a major focus for this project. The EPA commends FHWA and CDOT for the extensive community outreach program that the agencies have undertaken over the years. These public involvement efforts have included monthly community meetings, door-to-door visits, a project office located in the Elyria and Swansea neighborhood, and translators at every public event. The EPA also appreciates the transportation agencies’ mitigation efforts, particularly the relocation and displacement mitigation that could include use of the Last Resort Housing process, allowing replacement housing payments that exceed the statutory maximum amount. In addition, we believe that the agencies have done a good job characterizing the population changes in the project area from 2008 to 2014. We do recommend that the Final EIS identify the organization that will be responsible for maintaining the proposed highway cover adjacent to the Swansea Elementary School.</p> <p>Thank you for the opportunity to provide comments on the I-70 East Supplemental Draft EIS. If you have any questions or would like to discuss our comments, please contact me at 303-312-6704 or the lead reviewer of this project, Carol Anderson, at 303-312-6058.</p> <p>Sincerely,</p> <p></p> <p>Philip S. Strobel Acting Director, NEPA Compliance and Review Program Office of Ecosystems Protection and Remediation</p> <p>Attachment: Detailed Comments</p> <p>cc by email: Chris Horn, FHWA Kirk Webb, CDOT</p>			<p>The information in the cover letter is noted. Responses to specific comments are included on the following pages.</p>



Comments			Responses to Comments
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<p><b>I-70 EAST Supplemental Draft EIS EPA DETAILED COMMENTS</b></p> <p><b>Air Quality</b></p> <p><b>A</b> 1.) Page 5.10-4, first paragraph: The EPA appreciates that CDOT will be providing additional information to the Denver Department of Environmental Health (DDEH) to use in updating DDEH’s “Good Neighbor” study. The Supplemental Draft EIS states, “This study will provide a cumulative assessment of emissions from point and mobile sources, as well as ambient MSAT concentrations in the area.” The EPA recommends that relevant information from this updated study be incorporated into the Final EIS, as appropriate, especially regarding mobile source air toxics (MSATs).</p> <p><b>B</b> 2.) Page 5.10-10, “Transportation conformity”: The Supplemental Draft EIS states, “Because this is the Supplemental Draft EIS, the purpose of this EIS is not to determine regional or project level conformity.” The EPA agrees that the demonstration of project level conformity is not needed at this stage. The final preferred alternative needs to be selected and its evaluation for a conformity determination, as stated in the last sentence of this paragraph, will then be included in the Final EIS. However, we do note that the transportation conformity project-level, hot-spot analyses, both for carbon monoxide (CO) and particulate matter (PM<sub>10</sub>), provide detailed information regarding projected air quality impacts for the identified alternatives. The analyses also project each alternative’s ability to meet or not meet the relevant National Ambient Air Quality Standards (NAAQS). This is especially true in consideration of the results in Exhibit 5.10-12 on page 5.10-31. These exhibits provide modeled results that show that only the No Action and Partial Cover Lowered Alternative (PCLA) Managed Lanes Basic Option alternatives are able to meet the 24-hour PM<sub>10</sub> NAAQS for the portion of the project evaluated for the I-25/I-70 PM<sub>10</sub> hot-spot modeling. The EPA offers recommendations below to refine the air quality analysis for the Final EIS.</p> <p><b>C</b> 3.) Page 5.10-18, first paragraph: We note the reference to the current version of EPA’s “Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas” issued in November 2013 and referenced as EPA-420-B-13-053. This version supersedes and replaces prior versions. We recommend that this version of our PM hot-spot guidance be reviewed to determine if any changes to the PM<sub>10</sub> hot-spot analyses for the Final EIS need to be made. Also, please check throughout the Supplemental Draft EIS and Attachment J for references to the prior version of the guidance document (EPA-420-B-10-040) and change to EPA-420-B-13-053.</p> <p><b>D</b> 4.) Page 5.10-20, “Model selection”: The document states, “AERMOD can model closure of the truck stop in the corridor affected by some alternatives, and it can also model the outflow from the proposed covered portion of I-70.” For the PCLA, the below-grade segment and covered segment both present specific air modeling challenges. In our review of the Supplemental Draft EIS, particularly Attachment J, the EPA did not find a description of how the AERMOD model was configured and executed in the below-grade segment or how the exiting airflow from the covered segment was modeled. It will be important that the Final EIS describe how these aspects of the hot-spot modeling were performed and how these modeling procedures</p>			<p><b>A</b> The updated “Good Neighbor Study” was not published prior to the publication of the Final EIS.</p> <p><b>B</b> Responses are provided for each individual recommendation.</p> <p><b>C</b> Changes were made to the document and the Technical Report due to revisions to the EPA standard EPA-420-B-13-053. The reference to the EPA standard was updated in Section 5.10 of the Final EIS and Attachment J, Air Quality Technical Report and the analysis was modified, as necessary, to comply with the current standard.</p> <p><b>D</b> Modeling was revised as requested and details added to Attachment J, Air Quality Technical Report in the Final EIS.</p>



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D		determined the PM <sub>10</sub> hot-spot modeling predicted concentrations at particular receptors.		
		When using AERMOD to characterize emissions from below-grade sources such as the lowered roadway segment, the EPA recommends using AERMOD's "OPENPIT source option." OPENPIT is a tool specifically designed for modeling below-grade emissions sources. The addendum of the "User's Guide for the AMS/EPA Regulatory Model – AERMOD" (May 2014) provides guidance on the application of the OPENPIT option in AERMOD. Also, when using AERMOD to assess the influence of a covered roadway segment on air quality, it is acceptable to use volume sources at the end of the tunnels, with half of the emissions at each end.		
E		5.) Page 5.10-22, "Background concentrations": We understand that the Final EIS will incorporate EPA's recently released information for estimating background PM <sub>10</sub> concentrations for use in PM <sub>10</sub> hot-spot modeling. This approach will improve the accuracy of the background concentration estimate in the Final EIS.		
F		6.) Page 5.10-24, "Pollutants to analyze": We recognize and appreciate that this section in the Supplemental Draft EIS contains additional information compared to the Draft EIS and it adds important MSAT emission inventories.		
G		7.) Page 5.10-28: All of the predicted concentrations within CO hot-spot modeling area were shown to be below the CO 8-hour NAAQS, and these results were used to project levels of CO near the Swansea Elementary School. The EPA appreciates the additional discussion in this and subsequent document sections regarding maximum concentration receptor locations and sensitive receptors, and the additional exhibit depicting the location of the maximum concentration receptors for each alternative.		
H		8.) Pages 5.10-29 through 33 and Exhibit 5.10-12 on page 5.10-31: This section discusses how certain aspects of the AERMOD modeling were conducted and the prediction of the modeled concentrations for PM <sub>10</sub> . We recommend that this section be updated in the Final EIS after addressing recommendations in comment #4 above.		
I		9.) Page 5.10-35, Exhibit 5.10-14, "PM <sub>2.5</sub> emission inventories," Page 5.10-35, Exhibit 5.10-15, "PM <sub>10</sub> emission inventories," Page 5.10-36, Exhibit 5.10-16, "carbon monoxide emission inventories," Page 5.10-37, Exhibit 5.10-17, "sulfur dioxide emission inventories," page 5.10-38, Exhibit 5.10-18, "nitrogen oxides emission inventories," page 5.10-38, Exhibit 5.10-19, "volatile organic compound emission inventories," and page 5.10-39, Exhibit 5.10-20, "Combined MSAT emission inventories": We suggest adding a general discussion that indicates these estimated emissions do not reflect the air quality benefits of EPA's recently released final rule for Tier 3 fuel and vehicle standards (79 FR 23414, April 28, 2014). The Tier 3 program is part of a comprehensive approach to reducing the impacts of motor vehicles on air quality and public health. The program will reduce per-vehicle pollutant emissions in the project area. Information regarding Tier 3 is provided at EPA's website at <a href="http://www.epa.gov/otaq/tier3.htm">www.epa.gov/otaq/tier3.htm</a> . The EPA recommends including a discussion in the Final EIS regarding reduction of future emissions of NO <sub>x</sub> , VOCs, SO <sub>2</sub> , and MSATs as a result of Tier 3.		


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I	We also note that the EPA has released an updated mobile source emissions model called MOVES2014 that incorporates the emission reductions from the referenced Tier 3 rulemaking ( <a href="http://www.epa.gov/otaq/models/moves/index.htm">www.epa.gov/otaq/models/moves/index.htm</a> ). The Supplemental Draft EIS used the previous version of the model (MOVES2010b) and the EPA has no concerns with its use in this project analysis. Because MOVES2010b does not consider the benefits of the Tier 3 Rule, it likely overestimates future vehicle emissions and produces a conservative estimate of overall criteria pollutant emissions, MSAT emissions and hot-spot modeled results for this project.		J Meteorological data was removed from Table 4. Stapleton data, however, was used for AERMOD analyses as requested.
J	10.) Pages 19 and 33, Attachment J, Air Quality Technical Report: Table 4 on page 19 presents the summary of the CAL3QHC data and sources of those data. Item number 1 indicates that the Supplemental Draft EIS used Meteorological (MET) data from the Denver International Airport (DIA) weather station. It is EPA’s understanding that the Final EIS will use appropriate MET data from the prior Denver Stapleton International airport that was determined by the Colorado Department of Public Health and Environment (CDPHE) to be more relevant to the project’s location. This change is expected to improve the accuracy of the modeling effort in the Final EIS.		K These were typographical errors and the tables were revised in Attachment J, Air Quality Tech Report in the Final EIS.
K	11.) Page 61, Attachment J, Air Quality Technical Report: Table 18 contains information on times to reach CO exposure limits. Under the table heading “Exposure Limit (ppm-minutes)”, the values 2251 and 102 appear. These are likely typos and the EPA recommends changing them to “225 <sup>1</sup> ” and “10 <sup>2</sup> ”.		L The updated “Good Neighbor Study” was not published prior to the publication of the Final EIS.
L	12.) MSATs are discussed in the Supplemental Draft EIS, Air Quality section 5.10, and in Attachment J, page 47, sections 5.2, 5.2.1 through 5.2.4. These documents provide a good discussion regarding MSATs emissions and their associated health effects. They summarize studies that have been performed and that are under development. A number of studies, in addition to those noted in Attachment J, have examined the association between living near major roads and different adverse health endpoints. Modeling and monitoring studies have confirmed that air toxics emissions from mobile sources remain drivers of overall air toxics risks. We note that the Draft Supplemental EIS includes an analysis that allows a comparison of project-wide estimated MSAT emissions across the alternatives.  FHWA’s 2012 Interim MSAT Guidance is cited in Attachment J, section 5.2.1. This guidance states that “In FHWA’s view, information is incomplete or unavailable to credibly predict project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives.” Attachment J discusses technical shortcomings or uncertain science that prevent a more complete determination of the MSAT health impacts for the steps necessary to prepare a health risk assessment – emission inventories, dispersion modeling and human health risk analysis. The EPA has seen recent improvements in the ability to predict hot spot MSAT concentrations. See, for example, South Coast Air Quality Management District’s Multiple Air Toxics Exposure Study III (the MATES III study) at <a href="http://www.aqmd.gov/home/library/air-quality-data-studies/health-studies/mates-iii/mates-iii-final-report">www.aqmd.gov/home/library/air-quality-data-studies/health-studies/mates-iii/mates-iii-final-report</a> . We note that for this project, there may be adequate project information, tools and data available to evaluate MSAT hotspots. As it is our understanding that the lead agencies will not be performing additional MSAT analyses for the Final EIS, we therefore recommend evaluating DDEH’s updated “Good Neighbor” study if it is available in time for consideration in the Final		



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L		EIS. This study may provide more localized impact information for the MSAT impact analysis in the Final EIS. For additional information on MSATs, please see EPA’s MSAT website, <a href="http://www.epa.gov/otaq/toxics.htm">www.epa.gov/otaq/toxics.htm</a> .	
	M	<p>13.) Attachment J, Appendix D, MOVES Input Data for the CO Hotspot Analysis, Inspection and Maintenance (I/M) Program Parameters: The MOVES2010b modeling effort utilized “Test Standards ID 33,” which uses the I/M240 program’s final cutpoints (i.e., emission standards). Use of Test Standards ID 33 in the MOVES2010b modeling does not correctly reflect Colorado’s I/M program. Colorado submitted a State Implementation Plan (SIP) revision on August 8, 2006 that requested the removal of the I/M240 program’s final cutpoints from Colorado’s Regulation No. 11. The EPA approved this SIP revision on December 20, 2012 (77 FR 75388). Because of this EPA-approved relaxation in the I/M240 program’s cutpoints, the EPA recommends using ID 31 in place of ID 33 in the Final EIS to improve the model’s consistency with the State’s currently implemented I/M program.</p> <p>Another consideration for Colorado’s I/M program is the State’s vehicle emissions remote sensing program component called Clean Screen. We recommend noting in the Final EIS that the MOVES2010b model does not have the capability to calculate emission reductions from the implementation of Colorado’s Clean Screen program. The inability of MOVES2010b to model the Clean Screen program will reduce the accuracy of the results. To address this concern, we recommend that the FHWA and CDOT contact CDPHE to determine the most representative I/M program data inputs for Colorado for use in the Final EIS MOVES modeling.</p>	
		M	The new I/M parameters have been received from APCD and were used for the new MOVES modeling included in the Final EIS.


4

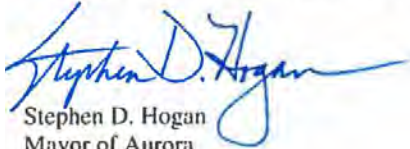
Comments			Responses to Comments
Source:	Submittal	Document Number: 387    Name: U.S. Department of the Interior	
<div><div><div><div>United States Department of the Interior</div><div>OFFICE OF THE SECRETARY Office of Environmental Policy and Compliance Denver Federal Center, Building 67, Room 118 Post Office Box 25007 (D-108) Denver, Colorado 80225-0007</div></div><div></div></div><div>October 23, 2014</div><div>ER-14/0547</div><div>John Cater Colorado Division Administrator Federal Highway Administrator 12300 West Dakota Avenue, Ste. 180 Lakewood, CO 80228</div><div>Dear Mr. Cater:</div><div><div>A</div><div><div>Thank you for the opportunity to review and comment on the Department of Transportation (DOT), Draft Supplemental Environmental Impact Statement (DSEIS) and Section 4(f)/6(f) Evaluation for the I-70 East Project, Denver County and Adams County, Colorado.</div><div><b>SECTION 4(f) EVALUATION COMMENTS</b></div><div>The Department appreciates that you have coordinated with various agencies regarding this project and the development of the Section 4(f) Evaluation. We encourage continued coordination with these agencies throughout the life of this project.</div><div>We acknowledge that this project will potentially affect numerous Section 4(f) properties including 126 historic properties, 45 parks, and 72 recreational areas, for which the Section 4(f) Evaluation indicates a <i>de minimis</i> finding. Without concurrence on the finding of effect from the Colorado State Historic Preservation Officer (SHPO) for effects to historic properties pursuant to Section 106 of the National Historic Preservation Act, the <i>de minimis</i> finding appears to be prematurely applied.</div><div>For park and recreational Section 4(f) resources, we concur with the <i>de minimis</i> finding, provided that the appropriate agencies have had an opportunity to review and concur with this finding. For historic properties, without concurrence on the finding of effect from SHPO, and resolution of potential adverse effects, we are unable to concur that there is no feasible or prudent alternative to the Preferred Alternative selected in the document, and that all measures have been taken to minimize harm to these resources.</div><div>We respectfully request another opportunity to review the Section 4(f) Evaluation following evidence of this information.</div></div></div></div>			<div><div>A</div><div>SHPO concurrence has been received on effects since the publication of the Supplemental Draft EIS. Additionally, de minimis findings for parks and recreation section 4(f) resources have been reviewed and concurred upon by the agencies with jurisdiction. Section 4(f) resources are discussed in Chapter 7, Section 4(f) Evaluation in the Final EIS.</div></div>

Comments			Responses to Comments
Source: Submittal	Document Number: 387	Name: U.S. Department of the Interior	
B	<b>SECTION 6(f) EVALUATION COMMENTS</b>		
	<p>The South Platte River Greenway is a Land and Water Conservation Fund (LWCF) assisted site that will be directly impacted by the I-70 East project. The DSEIS addresses the impacts as occurring at two locations. The proposed work at the location north of I-70 will temporarily disturb the trail during the construction of a storm drain pipe. Mitigation factors addressed in the DSEIS include keeping the trail open during the entire construction via a detour and upon completion the trail will be returned to its pre-construction condition. We concur with the assessment of the impacts on this segment of the Greenway and agree with the DSEIS statement that this particular work falls under the LWCF program’s utility easement exception. Accordingly, the successful implementation of the mitigation factors cited above will prevent any 6(f)(3) conversion from occurring.</p> <p>The second location is within Globeville Landing Park. Here the trail will be directly impacted by the construction of a storm drain pipe and a spillway. The identified construction will require a permanent conversion of 0.06 acre of LWCF-encumbered park land to non-recreation use. The DSEIS has annotated on page 5.9-13 a commitment to comply with the LWCF Act (Public Law 88-578, as amended) and further coordination with the National Park Service (NPS) in mitigating this conversion. Accordingly, we concur with the assessment of the impacts to this LWCF-assisted resource and the commitment to work with the NPS in mitigating this conversion in accord with the LWCF Act.</p> <p>We appreciate the opportunity to review this document. Should you have questions in response to Section 4(f) comments, please contact Cheryl Eckhardt, Environmental Protection Specialist, National Park Service Inter-mountain Regional Office at 303.969.2851. Should you have questions in regards to Section 6(f) comment please contact Bob Anderson, Chief, Recreation Grants Division, National Park Service Midwest Regional Office at 402.661.1540.</p> <p>Sincerely,</p> <p> Robert F. Stewart Regional Environmental Officer</p> <p>cc: SHPO CO Ed Nichols (ed.nichols@state.co.us) CO DOT Anthony R. DeVito (Anthony.Devito@state.co.us) CO DOT Joshua Laipply (joshua.laipply@state.co.us) CO DOT Charles Attardo (chuck.attardo@state.co.us)</p>		
			<p><b>B</b> The status of the construction impacts on Globeville Landing Park has been changed for the Final EIS. Under the Partial Cover Lowered Alternative, the construction of a 52-foot easement for the south drainage will result in 0.5 acre use of the Park. 0.2 acre will result in temporary ground-disturbance that will be restored to pre-construction conditions. A boulder drop spillway will be constructed in the park that will result in a 0.3 acre direct use.</p> <p>Conversion of the park will be mitigated in-kind in accordance with Section 6(f)(3) of the LWCF Act, which requires land of comparable value and equivalent usefulness and location. Coordination with, and approval from, the National Park Service will be required prior to any Section 6(f) property conversion.</p>

2




Comments		Responses to Comments
Source: Submittal	Document Number: 326    Name: Aurora Mayor Stephen D. Hogan	
<div><div>City of Aurora</div><div><div>Office of Mayor/City Council 15151 E. Alameda Parkway Aurora, Colorado 80012 Phone: 303-739-7015 Fax: 303-739-7594 www.auroragov.org</div><div></div></div><div>September 16, 2014</div><div>Don Hunt, Executive Director Colorado Department of Transportation 4201 E. Arkansas Ave Denver, CO 80222</div><div>Dear Mr. Hunt:</div><div>RE: I-70 East Supplemental Draft Environmental Impact Statement</div><div><div>A</div><div>The City of Aurora supports CDOT’s preliminarily identified preferred alternative for improvements to the I-70 East Corridor as identified in the I-70 East Supplemental Draft Environmental Impact Statement (August 29, 2014). This alternative is titled the <u>Partial Cover Lowered Alternative with Managed Lanes Option</u>. Aurora recognizes the significant efforts that have been put forth working with an amalgam of stakeholders comprised of corridor residents, businesses and a variety of jurisdictions over the last decade, to reach a package of proposed improvements for the I-70 Corridor between Brighton Boulevard and Tower Road. I-70 is rapidly deteriorating and continues to experience increasing congestion throughout major time periods during the day and night throughout all segments. It is crucial that improvements focusing on safety and congestion are realized throughout the I-70 East Corridor. I-70 is and will continue to serve as a key east-west mobility corridor for Aurora and the greater eastern metro area.</div><div>We have identified a variety of items associated with the proposed project and look forward to receiving responses from CDOT as this project advances through the environmental clearance process. These items are represented as follows:</div></div><div><div>B</div><div><ul style="list-style-type: none"><li>Toll lane customers must weave across a buffer zone and three or more general purpose traffic lanes to exit at desired interchanges. This seems to present a considerable traffic operational and safety issue particularly during peak periods, when general purpose lanes are congested and operating at low travel speeds, while the toll lane travel speeds are high. How will this situation be addressed in project design and eventual operation to ensure safe and efficient traffic operations?</li></ul></div></div><div><div>C</div><div><ul style="list-style-type: none"><li>The necessary direct connection ramps to/from I-225 seem to be an essential element for the toll lane system and interconnection to/from I-70. Will the direct connect ramp systems be provided in the early phases of this multi-phase project?</li></ul></div></div><div><div>D</div><div><ul style="list-style-type: none"><li>Toll rates will need to be at sufficiently high levels to maintain a congestion free, high travel speed operating condition within the toll lanes, particularly during a.m. and p.m. peak time periods. Have surveys been conducted to ascertain the likely use patterns by Aurora travelers and others in choosing to use toll lanes with variable toll rates during peak travel periods?</li></ul></div></div><div>REC'D SEP 19 2014</div></div>		<div><div>A</div><div>Comment noted.</div></div> <div><div>B</div><div>The operation of the managed lane ingress and egress locations is on-going and refinement of the design will occur to provide safe and efficient weaves between the managed lanes and the general-purpose lanes. Some of the design elements that are being considered include providing a minimum of 800 feet of weaving distance per lane of weave between the ingress\egress locations and the nearest interchange ramps. In addition, the ultimate configuration will include several direct connections between the managed lane on I-70 and other high volume facilities such as I-270, I-225, and Peña Boulevard, which will eliminate the need for weaving at these high volume locations.</div></div> <div><div>C</div><div>The managed lane direct connections are a desirable element of the initial phase of construction. However, due to funding constraints none of the managed lane direct connections will be included with the initial construction project and these improvements would be part of a future project.</div><div>Chapter 8, Phased Project Implementation in the Final EIS includes more detailed information on the proposed managed lanes.</div></div> <div><div>D</div><div>The project team has not conducted any specific survey of possible managed lane users to determine travel choice preferences or toll rate tolerances. However, the study uses software (DynusT) that allows for a variable toll price to be assessed to vehicles that use the managed lanes. The toll rates vary based on the number of vehicles that choose to use the managed lanes, which is related to overall level of congestion in the general-purpose lanes, and based on the operation of the managed lanes. The goal is to maintain a high level of service for the managed lanes where speeds will remain above 45 mph during all times of the day and this will result in drivers that choose to use the managed lanes due to experiencing a reliable trip time through the area.</div></div>

Comments			Responses to Comments
Source: Submittal	Document Number: 326	Name: Aurora Mayor Stephen D. Hogan	
E	<ul style="list-style-type: none"><li>Existing general purpose lanes will continue to experience increasing congestion and lower levels of service in the future since no additional general purpose lanes are be added to I-70. How is this improving operations for our non-toll lanes using residents with destinations throughout the I-70 corridor and beyond?</li></ul>		E Although the number of general-purpose lanes will not increase with the Preferred Alternative, the additional capacity provided by the managed lanes will reduce the amount of traffic in the general-purpose lanes. In addition, the managed lanes are anticipated to serve high occupancy vehicles providing reliable travel times for users. For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
F	<ul style="list-style-type: none"><li>Interchange improvements at Havana, Peoria and Chambers, serve key employment and activity centers. Customers using these interchanges today are regularly experiencing congestion and travel delays. The City supports improving these key regional interchanges as soon as possible with this project.</li></ul>		F Havana and Peoria interchanges will be partially reconstructed with new ramps during phase 1 of the project. During phase 2, the Havana and Peoria interchanges will be fully reconstructed and the Chambers interchange will be partially reconstructed.
G	<ul style="list-style-type: none"><li>CDOT project funding relies heavily on programing a substantial amount of funds from the statewide Bridge Enterprise Fund for the next 20 years (approximately 45-50 percent). Given this, what is the impact for continued bridge funding and for other critical bridge projects throughout the metro area?</li></ul> <p>Aurora requests that top priority be given to responding to the above presented items. We look forward to continued coordination with the Colorado Department of Transportation as this critically needed project advances into the design and construction phases. Feel free to contact Mac Callison, Transportation Planning Supervisor at (303) 739-7256 should you have any questions or require additional information.</p> <div><p>Stephen D. Hogan Mayor of Aurora</p></div> <p>CC: City Council Skip Noe, City Manager Bob Watkins, Planning and Development Services Director Dave Chambers, Public Works Director Kevin Wegener, City Engineer Mac Callison, Transportation Planning Supervisor Kirk Webb, CDOT NEPA Program Manager Rebecca White, CDOT Local Government Liaison Peter Kozinzki, CDOT Program Development Engineer</p>		G Due to the concern of the funding impact of the I-70 viaduct replacement on long-term revenues available for rehabilitating other Colorado bridges, CDOT set out a goal to shape viaduct financing in a way that will retain 50 percent of bridge revenues for other needed projects across the state.


Comments			Responses to Comments
Source: Submittal	Document Number: 728	Name: Commerce City - City Manager Brian McBroom and Staff	
<div><div><div>Commerce CITY</div></div><div><div>A</div><div></div></div><div><div>B</div><div></div></div></div>	<div><p>October 31, 2014</p><p>Mr. Anthony DeVito Colorado Department of Transportation 2000 S. Holly Street Denver, CO 80222</p><p><b>RE: City of Commerce City’s Comments on the I-70 East Supplemental Draft Environmental Impact Statement</b></p><p>Dear Mr. DeVito,</p><p>Thank you for the opportunity to comment on the I-70 East Supplemental Draft Environmental Impact Statement. For more than a decade, the City of Commerce City has been involved in the I-70 East Project, collaborating with a wide variety of stakeholders to find compromise solutions that balance critical regional mobility needs while minimizing impacts of the interstate to adjacent neighborhoods.</p><p>The City supports the Partially Covered Lowered Alternative: Basic Option as the best and most preferred alternative to deliver a project that fully integrates with the needs of a regional transportation system while providing access to and addressing the complex challenges within our communities. We also support the expansion of managed lanes to reduce congestion within the region and hope the proposed I-70 tolled express lanes will connect someday in the future with a similar solution on Interstate 270.</p><p>The City analyzed the I-70 East Supplemental Draft Environmental Impact Statement (SDEIS) to ensure the document was:</p><ul style="list-style-type: none"><li>• Responsive to the City’s official comments on the 2008 Draft EIS</li><li>• Aligned with the outcomes of the Preferred Alternative Collaborative Team (PACT)</li><li>• Consistent with agency statements and commitments to elected officials and community leaders</li></ul><p>While the SDEIS generally addresses the City’s overall concerns, several, significant changes are needed prior to the issuance of the Final Environmental Impact Statement and Record of Decision. The City of Commerce City offers the following comments to further inform the Colorado Department of Transportation and Federal Highway Administration’s decision-making process on the I-70 East Project:</p><p><b>The City supports the Partial Covered Lowered Alternative (PCL) Basic Option.</b> Commerce City concurs with the SDEIS analysis that the PCL Basic Option provides the best regional economic benefit, provides a significant number of jobs and offers best construction value.</p><p>7887 E. 60th Ave., Commerce City, CO 80022 Tel: 303-289-3600 Fax: 303-289-3688 www.c3gov.com</p></div>	<div><div>A</div>Comment noted.</div> <div><div>B</div>Comment noted.</div>	




Comments			Responses to Comments
Source: Submittal	Document Number: 728	Name: Commerce City - City Manager Brian McBroom and Staff	
Page 2			
B	The City supports this alternative because it best meets the purpose and need of the project; it improves safety and mobility for all interstate users; retains directional access to and from Vasquez Boulevard, a gateway into Commerce City; and restores or enhances the community and social environment.		C Comment noted.
C	<b>The City supports the Basic Option, maintaining directional access to the interstate at Vasquez Boulevard.</b> Access to interstate highways is a critical element of commerce and industry throughout the country. Vasquez Boulevard provides a vital link between I-70 and Commerce City, especially as it serves significant industrial areas in the southern portion of the city. Ensuring regional connectivity, enhancing our economic development opportunities, reducing out-of-directional travel, maintaining traffic and safety and preserving Commerce City's gateway from I-70 are core values for our community.		D The Steele Street/Vasquez Boulevard interchange is included in the Preferred Alternative as described in the Final EIS. For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
D	<b>The City does not support closing the Vasquez Boulevard interchange.</b> Closing the Vasquez Boulevard interchange limits Commerce City's economic development opportunities to the benefit of Denver and will have too many negative transportation effects on local businesses, freight and trucking movements, residents, and reduces local connectivity in an already challenged area. Further, there is not adequate traffic analysis on Colorado Boulevard for modifications that eliminate Vasquez.		E Comment noted.
E	<b>The City supports the inclusion of tolled express lanes on I-70.</b> Express Lanes provide more choices for travelers, improve mobility, shorten travel time, and can relieve congestion in the entire corridor. CDOT's traffic analysis indicates that reconstructing the corridor with general purpose (free) lanes and Express Lanes (tolled) can reduce the average trip times on I-70 East from 60 minutes to 17 minutes by the year 2035. The City hopes to replicate similar congestion management strategies on I-270 in the near future, where drivers spend an average three hours in congestion – nearly three times that of any interstate in the region.		F Comment noted.
F	<b>The City supports the elimination of realignment alternatives from the SDEIS.</b> After seven years of discussions, the City is pleased the realignment of I-70 along I-270 was discarded as an alternative. When the DEIS came out, Commerce City opposed the realignment alternatives and wrote a strongly-worded letter advocating for a supplemental document and a better approach to find a solution to address traffic and community impacts. Commerce City actively participated with businesses and residents in a collaborative process to eliminate the realignment alternatives and reaffirm that a reroute of the interstate made absolutely no sense from a emergency management, traffic and cost perspective. We still believe this is the case and thank the agencies that this supplemental draft acknowledges this truth.		
			

Comments			Responses to Comments
Source: Submittal	Document Number: 728	Name: Commerce City - City Manager Brian McBroom and Staff	
Page 3			
G	<p><b>Likewise, eliminating any alternatives that reroute I-70 is supported by Commerce City.</b> Removing I-70 from its current alignment to I-270 and I-76 is not practical for a variety of reasons, which is why it was eliminated during the PACT process. First and foremost is the new, disproportionate impacts placed on local communities with similar socio-economic challenges. Second is the additional miles traveled by commuters and inter/intrastate travelers, resulting in increased costs and reduced air quality benefits. Third, these existing routes are already at max capacity and the necessary widening of I-76 and I-270 will not meet the needed capacity for all three interstates at a reasonable cost. Finally, rerouting I-70 eliminates east-west route redundancy, a critical element in a robust transportation system. For emergency responders to hazmat shipments and commercial vehicles, having alternative routes is necessary to ensure safety of the traveling public.</p>		<p><b>G</b> Comment noted.</p>
H	<p><b>The City supports the proposed new Holly interchange.</b> We support the inclusion of the proposed Holly interchange because it supports the City’s long-term connectivity plans for the City’s southern industrial area.</p>		<p><b>H</b> Comment noted.</p>
I	<p><b>The City supports a 10-lane footprint that meets current and future capacity needs.</b> The proposed preferred alternative footprint was a result of collaborative process among cities, community leaders and businesses. It strikes a balance between meeting future traffic needs and the desired mitigation strategies of local communities to reconnect residents, expanding recreational and economic opportunities. The footprint allows the free flow of goods, services and freight movements critical to the regional and state economy.</p>		<p><b>I</b> Comment noted.</p>
J	<p><b>The City supports Denver’s efforts to revitalize the Elyria, Swansea and Globeville neighborhoods.</b> Commerce City supports redevelopment efforts throughout surrounding communities; the proposed Swansea lid and recreational uses will help mitigate impacts to local residents and youth. Commerce City may also see a long-term benefit from the momentum created from some of the proposed redevelopment efforts by Denver.</p>		<p><b>J</b> Comment noted.</p>
K	<p><b>Commerce City is ready to assist CDOT with right of way relocations.</b> Given the magnitude of the project, numerous businesses and residents likely will need to find alternative locations. The City is ready to assist the State in finding suitable relocation sites for affected businesses and residents.</p>		<p><b>K</b> Comment noted.</p>
L	<p><b>The City is supportive of the Sand Creek trail realignment.</b> While there will be minimal impacts to the trail realignment, the City requests coordination during construction to help reduce pedestrian and bicycle conflicts.</p>		<p><b>L</b> CDOT will coordinate with Commerce City during construction to ensure minimal disruption to bicycle and pedestrian activities.</p>
M	<p><b>Greater traffic analysis is needed for the interaction between I-70, I-225 and I-270</b> The SDEIS traffic analysis does not provide enough information on how the improvements will affect the I-225 and I-270 interchanges. In fact, data demonstrates traffic on I-70 and these two regional interchanges further degrades, with no noticeable improvement.</p>		<p><b>M</b> I-225 and I-270 were included in the models and were considered in the analysis. However, these interstates are outside of the scope of this project and are not included in analysis results in the Final EIS. For additional information specific to these facilities, please contact CDOT. Traffic analysis that has been completed to date indicates that I-70 operations near the I-225 and I-270 interchanges will likely improve with the Preferred Alternative compared to the No-Action Alternative. See Chapter 4 and Attachment E for further information on the traffic analysis.</p>



Comments			Responses to Comments
Source: Submittal	Document Number: 728	Name: Commerce City - City Manager Brian McBroom and Staff	
Page 4			
M	<p>Given the importance of these two interstates to the regional transportation network, it is critical that additional traffic analysis is completed to further explain the relationship and how improvements could benefit this area, as well as the impact on doing these improvements sooner or later could have on the entire transportation system.</p> <p><b>Additional traffic analysis is needed on Colorado Boulevard and the interaction between I-70 and local streets.</b></p> <p>Given limited existing local and intercity roadway connectivity, additional traffic analysis is needed along Colorado Boulevard, 46<sup>th</sup> Avenue, 47<sup>th</sup> Avenue and 48<sup>th</sup> Avenue and the remaining frontage road system to better understand the improvements necessary to manage additional capacity predicted by the SDEIS.</p>		<p><b>N</b> Colorado Boulevard and other local roads were included in the models and were considered in the analysis. However, these roads are outside of the scope of this project and are not included in analysis results in the Final EIS. For additional information specific to these facilities, please contact CDOT. Traffic analysis that has been completed to date indicates that I-70 operations near the Colorado Boulevard interchange will likely improve with the Preferred Alternative compared to the No-Action Alternative. See Chapter 4 and Attachment E for further information on the traffic analysis.</p> <p><b>O</b> CDOT will work with all local agencies impacted by the construction of I-70. Traffic control requirements will be handled in the next phases of the project. CDOT will coordinate with Commerce City for development of the requirements.</p> <p><b>P</b> The majority of the direct impacts from the project are located along the existing I-70 alignment. Therefore, Commerce City neighborhoods should not be affected by the proposed improvements. Impacts to Sand Creek are discussed throughout various sections of the Final EIS.</p> <p><b>Q</b> Inaccuracies detailed in the attached spreadsheet were reviewed and references were updated as appropriate.</p>
N	<p><b>The City requests to be an active participant in construction phasing</b></p> <p>The city requests to be actively involved in construction phasing plan and approvals for detours or changes to interstates and state highways within city limits that may see traffic increases. The City is especially concerned about construction traffic migrating to I-270, Colorado Boulevard/SH 2 and other local streets that are already at capacity. I-270, for example, already experiences a three-hour daily congestion window, a problem that is only expected to grow without improvements.</p>		
O	<p><b>The SDEIS does not recognize or acknowledge Commerce City impacts within the defined project area.</b></p> <p>The document fails to discuss social, economic, environmental justice, air quality and noise impacts/associated mitigation within the city’s Sand Creek, 56th Avenue Industrial Park, South Rose Hill and Stapleton Industrial Park Neighborhoods – all Commerce City neighborhoods within the project’s defined area. Consistent with our previous comment letter, the city remains concerned with the lack of analysis or recognition of Commerce City impacts within the defined project area.</p>		
P	<p><b>The document still contains inaccurate references to Commerce City that need to be fixed.</b></p> <p>The document contains several inaccurate references to City planning documents, mapped areas within the community or relies on third party sources for Commerce City documents. Please refer to the subsequent spreadsheet for a more detailed list to fix.</p>		
Q	<p>Thank you to CDOT and FHWA for a 13 year process to work with affected communities to find the right solution for Interstate 70. Additional technical comments are included for specific feedback.</p> <p>The SDEIS is a critical step in a decade-long process that soon must reach a thoughtful conclusion in order to provide clarity for the thousands of residents and businesses in Denver, Commerce City, Adams County and Aurora.</p>		
			



Comments			Responses to Comments
Source: Submittal	Document Number: 728	Name: Commerce City - City Manager Brian McBroom and Staff	
Page 5			
<p>Commerce City is committed to partnering with its sister communities and the state to ensure this regional transportation project finds an appropriate balance that benefits system users and property owners.</p> <p>Thank you for your consideration.</p> <p>Sincerely,</p> <p><i>Brian K. McBroom</i></p> <p>Brian K. McBroom City Manager</p> <p>cc: City Council of Commerce City Mayor Michael Hancock, City &amp; County of Denver Board of County Commissioners, Adams County Colorado Transportation Commissioner Heather Barry Congressman Ed Perlmutter State Representative Dominick Moreno State Representative Jenise May State Senator Jessie Ulibarri</p>			
			

A-16 January 2016

## Comments

## Responses to Comments

Source: Submittal

Document Number: 728

Name: Commerce City - City Manager Brian McBroom and Staff

[illegible]

**Z** The exhibit has been updated to reflect this change.



Comments

Responses to Comments

Source: Submittal

Document Number: 728

Name: Commerce City - City Manager Brian McBroom and Staff

REVIEW COMMENT FORM

Project Name:	I-70 SDEIS & Section 4 (f) Evaluation	Reviewing Agency:	Commerce City			
Milestone:	Contract E01-2R	Reviewed By:				
Submittal Date:	8/21/2014	Review Date:				
Consultant:	Atkins Global					
Comment Due Date:	9/9/2014					
<div><div>*Response Code: A = Agree Completely; will revise (no written response required) RFS = Requires Further Study in next design phase (no written response required) P = Agree Partially...Will revise to some degree (see written response) D = Disagree...Will not revise (see written response)</div></div>						
Reviewer		Responder				
Issue No.	Page / Table / Exhibit / Appendix (Number, Paragraph, Line, etc.)	Reviewed By:	Comments	* Response Code	Response	Markup Complete
	ES-8 and 3-28	Michelle Claymore	The Partial Cover Lowered Alternative mentions a modified option with a second cover between St. Paul Street and Cook Street to create a potential for redevelopment in that vicinity. Economic Development supports redevelopment efforts throughout surrounding communities and feels Commerce City may also benefit long-term from the momentum created from some of the proposed redevelopment efforts by Denver. However, closing the interchange at Vasquez Blvd. to accommodate redevelopment opportunities will have too many negative transportation effects on our existing businesses and so is not supported by the economic development department for Commerce City. Vasquez Blvd. is an important interchange for existing Commerce City businesses--especially those in logistics/distribution, construction and fabricated metals. Forced alternative routes will add time and fuel costs for some companies--affecting their bottom lines and potentially future growth within the city.			

A1

Comment noted.

A1 Comment noted.

Source: Submittal

Document Number: 728

Name: Commerce City - City Manager Brian McBroom and Staff

REVIEW COMMENT FORM

Project Name:	I-70 SDEIS & Section 4 (f) Evaluation	Reviewing Agency:	Commerce City			
Milestone:	Contract E01-2R	Reviewed By:				
Submittal Date:	8/21/2014	Review Date:				
Consultant:	Atkins Global					
Comment Due Date:	9/9/2014					
<div>*Response Code: A = Agree Completely; will revise (no written response required) RFS = Requires Further Study in next design phase (no written response required) P = Agree Partially...Will revise to some degree (see written response) D = Disagree...Will not revise (see written response)</div>						
Reviewer		Responder				
Issue No.	Page / Table / Exhibit / Appendix (Number, Paragraph, Line, etc.)	Reviewed By:	Comments	* Response Code	Response	Markup Complete
B1 1	ES 5.17-3/EX 5.17-2	Jay Snyder	The aspect of the PCL-MO alternative that is not supported by me includes the subgrade/geological impact. Intrusion into the watertable creates many potential problems, including drainage infiltration and structural threats. Top-down construction techniques have been practiced for many years and methods to mitigate these threats have been developed, however, long-term affects with regards to the bedrock integrity and constructed structure are still being determined.			
C1 2	3-31, Paragraph 5	Maria D'Andrea	Need to understand how design decisions will be made and how these get incorporated into FEIS.			
D1 3	3-36, Paragraph 2-3	Maria D'Andrea	Need additional traffic analysis on Colorado Boulevard as well as impacts of potential closure of Vasquez			
E1 4	4-27, Paragraph 2	Maria D'Andrea	Need to discuss impacts of I-70 on I-270			
F1 5	4-37/Exhibit 4-28 & 4-29	Maria D'Andrea	Include additional discussion on impacts at Tower Road			

B1

Construction methods will be investigated during design to determine the best practices in order to minimize threats.

C1

Input on alternative design and variations was evaluated through agency coordination with both Commerce City and Denver, as well as input from various other stakeholders. Supplemental Draft EIS comments were also considered as input for design modifications. Modifications were incorporated into various sections of the Final EIS, as applicable. Final design decisions ultimately need to be approved by FHWA.

D1

Colorado Boulevard and other local roads were included in the models and were considered in the analysis. However, these roads are outside of the scope of this project and are not included in analysis results in the Final EIS. For additional information specific to these facilities, please contact CDOT. Traffic analysis that has been completed to date indicates that I-70 operations near the Colorado Boulevard interchange will likely improve with the Preferred Alternative compared to the No-Action Alternative. See Chapter 4 and Attachment E for further information on the traffic analysis. For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

E1

I-270 was included in the models and was considered in the analysis. However, this interstates is outside of the scope of this project and is not included in analysis results in the Final EIS. For additional information specific to this facility, please contact CDOT. Traffic analysis that has been completed to date indicates that I-70 operations near the I-270 interchange will likely improve with the Preferred Alternative compared to the No-Action Alternative. See Chapter 4 and Attachment E for further information on the traffic analysis.

F1

Tower Road and other local roads were included in the models and were considered in the analysis. However, these roads are outside of the scope of this project and are not included in analysis results in the Final EIS. For additional information specific to these facilities, please contact CDOT. Traffic analysis that has been completed to date indicates that I-70 operations near the Tower Road interchange will likely improve with the Preferred Alternative compared to the No-Action Alternative. See Chapter 4 and Attachment E for further information on the traffic analysis.

- B1
- Construction methods will be investigated during design to determine the best practices in order to minimize threats.
- C1
- Input on alternative design and variations was evaluated through agency coordination with both Commerce City and Denver, as well as input from various other stakeholders. Supplemental Draft EIS comments were also considered as input for design modifications. Modifications were incorporated into various sections of the Final EIS, as applicable. Final design decisions ultimately need to be approved by FHWA.
- D1
- Colorado Boulevard and other local roads were included in the models and were considered in the analysis. However, these roads are outside of the scope of this project and are not included in analysis results in the Final EIS. For additional information specific to these facilities, please contact CDOT. Traffic analysis that has been completed to date indicates that I-70 operations near the Colorado Boulevard interchange will likely improve with the Preferred Alternative compared to the No-Action Alternative. See Chapter 4 and Attachment E for further information on the traffic analysis. For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
- E1
- I-270 was included in the models and was considered in the analysis. However, this interstates is outside of the scope of this project and is not included in analysis results in the Final EIS. For additional information specific to this facility, please contact CDOT. Traffic analysis that has been completed to date indicates that I-70 operations near the I-270 interchange will likely improve with the Preferred Alternative compared to the No-Action Alternative. See Chapter 4 and Attachment E for further information on the traffic analysis.
- F1
- Tower Road and other local roads were included in the models and were considered in the analysis. However, these roads are outside of the scope of this project and are not included in analysis results in the Final EIS. For additional information specific to these facilities, please contact CDOT. Traffic analysis that has been completed to date indicates that I-70 operations near the Tower Road interchange will likely improve with the Preferred Alternative compared to the No-Action Alternative. See Chapter 4 and Attachment E for further information on the traffic analysis.



Source: Submittal

Document Number: 728

Name: Commerce City - City Manager Brian McBroom and Staff

REVIEW COMMENT FORM

Project Name:		I-70 SDEIS & Section 4 (f) Evaluation		Reviewing Agency:		Commerce City	
Milestone:		Contract E01-2R		Reviewed By:			
Submittal Date:		8/21/2014		Review Date:			
Consultant:		Atkins Global					
Comment Due Date:		9/9/2014					
<div><div>*Response Code: A = Agree Completely; will revise (no written response required) RFS = Requires Further Study in next design phase (no written response required) P = Agree Partially...Will revise to some degree (see written response) D = Disagree...Will not revise (see written response)</div></div>							
Reviewer				Responder			
Issue No.	Page / Table / Exhibit / Appendix (Number, Paragraph, Line, etc. )	Reviewed By:	Comments	*	Response Code	Response	Markup Complete
G1	ES.2	ES-3, Paragraph 4, Line 2	While accurate to say the PACT did not reach consensus on the work, however PACT did come to consensus on keeping I-70 in it's current alignment.				
H1	ES.2.1	ES-3,Paragraph 2, Line 4	What's considered valid analysis and actions? More input on what is not?				
I1	ES.4.2	ES-7, Paragraph 3, Line 4	Is split diamond accurate?				
J1	ES.4.2	ES-8, Paragraph 3, Line 13	The second Modified Option does not match the consensus reached nor is it city supported. CDOT needs to explain why it doesn't support it in SDEIS				
K1	ES.5	ES-9, Paragraph 2	Lends to open door for modifications to Partial Cover Lowered Alternative - a mix of Basic and Modified				
L1	ES.7.1	ES-17, Paragraph 2, Line 7	Are there any Sand Creek Greenway Trail concerns? Who will be cocoordinating these requests or concerns?				
M1	ES.7.1	ES-18, Paragraph 2	Consider requesting air monitoring during construction along I-270?				
N1	ES.7.1	ES-18, Paragraph 4, Line 13	Montbello noise walls?				
O1	ES.8	ES-20, Paragraph 2	Expand community outreach to include Commerce City through ROD and construction phases?				
P1	1.8	1-7, Paragraph 7	A more accurate reflection of the PACT than the Executive Summary				
Q1	2.3	2-3/Exhibit 2-1. Project area	While pleased map is updated to acknowledge Commerce City is in the project area, why not acknowledge or provide some impact analysis of Commerce City within the document?				
R1	2.5.1	2-5, Paragraph 1	Blueprint Denver was updated more recently than 2002				

G1

The executive summary has been updated to include this clarification.

H1

The analysis completed in the Draft EIS published in 2008 was current at that time. Due to the time period between 2008 and the issuance of the Supplemental Draft EIS in 2014, it was necessary to update the analysis to current regulations for the comparison of alternatives.

I1

The Steele Street/Vasquez Boulevard interchange is included in the Preferred Alternative as described in the Final EIS. For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

J1

The concerns presented in this comment have been adequately addressed in the Final EIS. For information on the possibility of a second highway cover, please see PA8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  
  
For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

K1

The Preferred Alternative identified in the Final EIS is the Partial Cover Lowered Alternative with Managed Lanes Option. The alternative is a combination of elements from the Basic and Modified connectivity options from the Supplemental Draft EIS.

L1

There are no impacts to Sand Creek Greenway Trail in the jurisdiction of Commerce City. CDOT will continue to coordinate with Denver for temporary impacts near Quebec Street.

M1

Monitoring will not be provided along I-270 because there is no planned construction along the highway.

N1

Information on noise walls in Montbello can be found in Section 5.12 of the Final EIS.

O1

Future community outreach is discussed in more detail in Chapter 10 of the Final EIS. Commerce City will continue to be involved through final design and construction.

P1

The PACT discussion in the Executive Summary was modified.

Q1

The majority of the direct impacts from the project are located along the existing I-70 alignment. Therefore, Commerce City neighborhoods should not be affected by the proposed improvements.

R1

According to the Denver Community Planning and Development website, Blueprint Denver is listed as being adopted in 2002 as a supplement to the Denver Comprehensive Plan 2000. More recent mapping for the document has been developed since 2002.



Source: Submittal

Document Number: 728

Name: Commerce City - City Manager Brian McBroom and Staff

REVIEW COMMENT FORM

Project Name:	I-70 SDEIS & Section 4 (f) Evaluation	Reviewing Agency:	Commerce City		
Milestone:	Contract E01-2R	Reviewed By:			
Submittal Date:	8/21/2014	Review Date:			
Consultant:	Atkins Global				
Comment Due Date:	9/9/2014				
<div><div>*Response Code: A = Agree Completely; will revise (no written response required) RFS = Requires Further Study in next design phase (no written response required) P = Agree Partially...Will revise to some degree (see written response) D = Disagree...Will not revise (see written response)</div></div>					
Reviewer			Responder		
Issue No.	Page / Table / Exhibit / Appendix (Number, Paragraph, Line, etc. )	Reviewed By:	Comments	* Response Code	Response Markup Complete
S1	2.5.1	2-5, Paragraph 2	Why not highlight Commerce City's industrial area for equity?		
T1	2.5.1	2-5, Paragraph 4	Is DIA alone adding 13,500 jobs or is this figure the projected amount for the adjacent territory?		
U1	2.5.1	2-5, Paragraph 6, Line 7	What is meant by "other areas"? Can growth be shown as more specific - i.e Metro Denver, NE quadrant data?		
V1	2.5.1	2-6, Paragraph 1	As Stapleton is neither in Aurora or Commerce City, provide better language to reflect Regional development		
W1	2.5.1	2-6, Paragraph 1	As Stapleton is neither in Aurora or Commerce City, provide better language to reflect Regional development		
X1	2.5.3	2-8/Exhibit2-4.	This make a powerful point - good for use in discussions with Council		
Y1	3.3.3	3-6, Paragraph 5, Line 4-5	Commerce City supports this section - we should highlight in the letter		
Z1	3.3.3	3-6, Paragraph 5, Line 13-16	How will this affect us?		
A2	3.3.4	3-8, Paragraph 2	Need to add the reasons why Commerce City doesn't support this and why these reroutes are not beneficial to the City?		
B2	3.5	3-13, Paragraph 4	Need to explain why these stakeholders do not lend their support. Is Denver included?		
C2	3.7.1	3-19, Paragraph 2, Lines 6-9	Is this an improvement?		
	3.7.2	3-19, Paragraph 5.6	Commerce City supports this option		
D2	3.7.3	3-25, Paragraph 4	Commerce City supported the PCL Basic Option		
E2	3.7.3	3-28, Paragraph 3	Explain why this is the most desirable location, who supports this option		
F2	3.7.3	3-28, Paragraph 5	This option is problematic and inconsistent with discussions, in our response we should submit preferred with drawings		

S1

T1

U1

V1

W1

X1

Y1

Z1

A2

B2

C2

D2

E2

F2

S1

T1

U1

V1

W1

X1

Y1

Z1

A2

B2

C2

D2

E2

S1

T1

U1

V1

W1

X1

Y1

Z1

A2

B2

C2

D2

E2

Substantial new residential and business growth is not anticipated in the portions of Commerce City that exist within the study limits, which is what the listed areas show.

The reference is to development at DIA.

Other areas are referring to the growth areas listed previously including downtown Denver, Stapleton, as well as DIA. Growth is evaluated based on the DRCOG regional data.

The text was intended to reference a regional destination along I-70 within the center of the project area.

Comment noted.

Comment noted.

Impacts from the direct connections are described in each subsection of Chapter 5. Many resources do not have additional impacts due to the direct connections.

Additional supporting text explaining why stakeholders in the area do not approve the reroute alternative is included in the Final EIS.

Additional supporting text explaining why stakeholders in the area do not approve the reroute alternative is included in the Final EIS. Denver provided a letter of support for the Partial Cover Lowered Alternative, but nothing in opposition of the reroute.

The direct connections associated with the managed lanes, as part of the Build Alternatives ultimate configurations, are improvements from the existing highway conditions.

Comment noted.

Comment noted.

This is the most desirable location along the corridor for the highway cover because of its proximity to the school and because it accommodates the maximum length of the cover that can be placed on the highway.

A letter supporting the Partial Cover Lowered Alternative was received on June 6, 2013, from Commissioner Eva Henry of Adams County, Mayor Michael Hancock of Denver, and Mayor Sean Ford of Commerce City. Their preference for this alternative is based on improved pedestrian connections and facilities assimilated with the highway cover, as well as overall improvement to north-south and east-west movement in the corridor. A proclamation also was signed by all of the Denver City Council members in support of the Partial Cover Lowered Alternative on April 7, 2014. Additionally, letters of support were received from the Denver Metro Chamber of Commerce, the Downtown Denver Partnership, the Elyria Swansea/Globeville Business Association and the National Western Stock Show.

Responses continue on the following page.

- S1

Substantial new residential and business growth is not anticipated in the portions of Commerce City that exist within the study limits, which is what the listed areas show.
- T1

The reference is to development at DIA.
- U1

Other areas are referring to the growth areas listed previously including downtown Denver, Stapleton, as well as DIA. Growth is evaluated based on the DRCOG regional data.
- V1

The text was intended to reference a regional destination along I-70 within the center of the project area.
- W1

Comment noted.
- X1

Comment noted.
- Y1

Impacts from the direct connections are described in each subsection of Chapter 5. Many resources do not have additional impacts due to the direct connections.
- Z1

Additional supporting text explaining why stakeholders in the area do not approve the reroute alternative is included in the Final EIS.
- A2

Additional supporting text explaining why stakeholders in the area do not approve the reroute alternative is included in the Final EIS. Denver provided a letter of support for the Partial Cover Lowered Alternative, but nothing in opposition of the reroute.
- B2

The direct connections associated with the managed lanes, as part of the Build Alternatives ultimate configurations, are improvements from the existing highway conditions.
- C2

Comment noted.
- D2

Comment noted.
- E2

This is the most desirable location along the corridor for the highway cover because of its proximity to the school and because it accommodates the maximum length of the cover that can be placed on the highway.

A letter supporting the Partial Cover Lowered Alternative was received on June 6, 2013, from Commissioner Eva Henry of Adams County, Mayor Michael Hancock of Denver, and Mayor Sean Ford of Commerce City. Their preference for this alternative is based on improved pedestrian connections and facilities assimilated with the highway cover, as well as overall improvement to north-south and east-west movement in the corridor. A proclamation also was signed by all of the Denver City Council members in support of the Partial Cover Lowered Alternative on April 7, 2014. Additionally, letters of support were received from the Denver Metro Chamber of Commerce, the Downtown Denver Partnership, the Elyria Swansea/Globeville Business Association and the National Western Stock Show.

*Responses continue on the following page.*

Comments				Responses to Comments		
Source: Submittal		Document Number: 728	Name: Commerce City - City Manager Brian McBroom and Staff			
REVIEW COMMENT FORM						
Project Name:		I-70 SDEIS & Section 4 (f) Evaluation		Reviewing Agency:		Commerce City
Milestone:		Contract E01-2R		Reviewed By:		
Submittal Date:		8/21/2014		Review Date:		
Consultant:		Atkins Global				
Comment Due Date:		9/9/2014				
<div>*Response Code: A = Agree Completely; will revise (no written response required) RFS = Requires Further Study in next design phase (no written response required) P = Agree Partially...Will revise to some degree (see written response) D = Disagree...Will not revise (see written response)</div>						
Reviewer				Responder		
Issue No.	Page / Table / Exhibit / Appendix (Number, Paragraph, Line, etc.)	Reviewed By:	Comments	* Response Code	Response	Markup Complete
G2 3.7.3	3-29, Paragraph 1		Need to articulate why there is no support, can pull letter from last year. Need to ask why not included and discussed			
H2 3.8	3-31, Paragraph 5		How will the decisions on design variations be made? What criteria will be used? How will input be obtained?			
I2 3.8	3-32, Paragraph 6, Line 4-5		What kind of analysis?			
J2 3.8.1	3-32, Paragraph 7		How does decision on 3.8.1 get made?			
K2 3.8.1	3-33/Exhibit 3-22		Preferred option			
L2 3.8.1	3-34/Exhibit 3-24		Preferred option			
M2 3.8.1	3-35, Paragraph 1		Support and reaffirm			
N2 3.8.2	3-35, Paragraph 3-5		No opinions on 2nd cover, provided it doesn't affect Steele/Vasquez?			
O2 3.8.3	3-36, Paragraph 2-3		Talk about how poor Colorado Blvd. north of Frontage Rd.			
P2 3.8.4	3-36, Paragraph 5		Talk about how Vasquez elimination is of importance			
Q2 3.11	3-41, Paragraph 2		Recommended basic without roundabout			
R2 3.12	3-47, Paragraph 1, Lines 5-9		What does this mean to Commerce City			
S2 4.1	4-2, Paragraph 3		Lack of discussion on the transportation impact nexus between I-70 and I-270 without a study area			
T2 4.1	4-6/Exhibit 4-6		Question: Does this take into account WBF??			
U2 4.1	4-7/Exhibit 4-7		Highlight the approved hazardous materials route. Show both where they can go and where they can not			
V2 4.1.3	4-15, Paraphraph 1		These points don't seem to indicate servere congestion or mobility issues consistent with P &N			

F2

The Steele Street/Vasquez Boulevard interchange is included in the Preferred Alternative as described in the Final EIS. For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

G2

Discussion has been revised in the Final EIS to include access at Steele Street/Vasquez Boulevard.

H2

Input on alternative design and variations was evaluated through agency coordination with both Commerce City and Denver, as well as input from various other stakeholders. Supplemental Draft EIS comments were also considered as input for design modifications. Modifications were incorporated into various sections of the Final EIS, as applicable. Final design decisions ultimately need to be approved by FHWA.

I2

Text was included in the Final EIS to clarify the types of design variation analysis that was conducted after the publication of the Supplemental Draft EIS.

J2

Input on alternative design and variations was evaluated through agency coordination with both Commerce City and Denver, as well as input from various other stakeholders. Supplemental Draft EIS comments were also considered as input for design modifications. Modifications were incorporated into various sections of the Final EIS, as applicable. Final design decisions ultimately need to be approved by FHWA.

K2

Comment noted.

L2

Comment noted.

M2

Comment noted.

N2

The concerns regarding the second cover have been adequately addressed in the Final EIS. For information on the possibility of a second highway cover, please see PA8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

O2

This section discusses the design variations for the frontage roads as part of the project upgrades, not to discuss the existing conditions of the frontage roads in the study area.

P2

The Steele Street/Vasquez Boulevard interchange will remain open as part of the Preferred Alternative design. For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Q2

Signals are included as the preferred option in the Partial Cover Lowered Alternative in the Final EIS.

R2

CDOT will coordinate with Commerce City for development of traffic control requirements.

Responses continue on the following page.

Comments			Responses to Comments
Source: Submittal	Document Number: 728	Name: Commerce City - City Manager Brian McBroom and Staff	
<div>This side intentionally left blank.</div>			<div><div>S2</div>I-270 was included in the models and was considered in the analysis. However, this interstates is outside of the scope of this project and is not included in analysis results in the Final EIS. For additional information specific to this facility, please contact CDOT. Traffic analysis that has been completed to date indicates that I-70 operations near the I-270 interchange will likely improve with the Preferred Alternative compared to the No-Action Alternative. See Chapter 4 and Attachment E for further information on the traffic analysis.</div> <div><div>T2</div>CDOT will coordinate with DPS and Swansea Elementary School to ensure safe vehicular access to school, as well as the development of a Safe Routes to School plan for pedestrians and bicycles during construction.</div> <div><div>U2</div>Information is included under trucking facilities in Chapter 4: Transportation Impacts and Mitigation Measures</div> <div><div>V2</div>This is a general introductory paragraph to the existing conditions of I-70. It is contrasting the different performance measures of the corridor. The following paragraphs discuss the congestion and mobility issues that currently exist on I-70.</div>



Source: Submittal

Document Number: 728

Name: Commerce City - City Manager Brian McBroom and Staff

REVIEW COMMENT FORM

Project Name:	I-70 SDEIS & Section 4 (f) Evaluation	Reviewing Agency:	Commerce City
Milestone:	Contract E01-2R	Reviewed By:	
Submittal Date:	8/21/2014	Review Date:	
Consultant:	Atkins Global		
Comment Due Date:	9/9/2014		
<div>*Response Code: A = Agree Completely; will revise (no written response required) RFS = Requires Further Study in next design phase (no written response required) P = Agree Partially...Will revise to some degree (see written response) D = Disagree...Will not revise (see written response)</div>			
Reviewer		Responder	
Issue No.	Page / Table / Exhibit / Appendix (Number, Paragraph, Line, etc. )	Reviewed By:	<div><div>*</div><div>Response Code</div><div>Response</div><div>Markup Complete</div></div>
W2 X2 Y2 Z2 A3 B3 C3 D3 E3 F3 G3 H3 I3 J3 K3	4.3 4.3 4.3.2 4.3.2 4.3.2 4.3.2 4.3.2 4.3.2 7.2 7.2 7.2 7.2 7.3.2 7.5 7.5.4	4-27, Paragraph 2 4-27, Paragraph 4 4-36, Paragraph 1, Lines 3-6 4-36, Paragraph 2, Lines 3-4 4-37/Exhibit 4-28 & 4-29 4-38/Exhibit 4-30, 4-31 4-39/Exhibit 4-32, 4-33 4-48/Exhibit 4-42 7-3, Paragraph 4 7-4, Paragraph 2 7-4, Paragraph 3 7-5, Paragrap 3 7-7, Paragraph 3 7-8, Paragraph 2 7-9, Paragraph 4, Line 1-2	Lack of discussion on the interpaly between I-70 and interstates within the transportation area (I-225, I-270). Will need to discuss how it is impacted and the affect thereof. What is the impact if any? What are the impacts to I-270, I-225 facilities? Please see previous comments Why the significant congestion at Tower Rd. What are the implications? What is occuring on I-225 and I-270 sections now affected during peak hours? What are pre peak to peak hour impacts to I-225, I-270 & Tower Rd? Why are there no screeline volumes on I-270 with No-Action but there are screenlins on Build Alternatives for I-270 on Exhibit 4-43? Why is this rational not more explicit in alternatives analuysis in Chp 2? Ok Still think we need to ask for air monitors during construction. Support Weak - implies without support moving on without PACT but the consensus of current alignment is critical Q: Do we want to express concerns without Denver's specific outreaches to reach a resolution? Spelling: Fliers

W2

I-225 and I-270 were included in the models and were considered in the analysis. However, these interstates are outside of the scope of this project and are not included in analysis results in the Final EIS. For additional information specific to these facilities, please contact CDOT. Traffic analysis that has been completed to date indicates that I-70 operations near I-225 and I-270 interchanges will likely improve with the Preferred Alternative compared to the No-Action Alternative. See Chapter 4 and Attachment E for further information on the traffic analysis.

X2

Rail freight facilities will not be impacted.

Y2

I-225 and I-270 were included in the models and were considered in the analysis. However, these interstates are outside of the scope of this project and are not included in analysis results in the Final EIS. For additional information specific to these facilities, please contact CDOT. Traffic analysis that has been completed to date indicates that I-70 operations near I-225 and I-270 interchanges will likely improve with the Preferred Alternative compared to the No-Action Alternative. See Chapter 4 and Attachment E for further information on the traffic analysis.

Z2

I-225 and I-270 were included in the models and were considered in the analysis. However, these interstates are outside of the scope of this project and are not included in analysis results in the Final EIS. For additional information specific to these facilities, please contact CDOT. Traffic analysis that has been completed to date indicates that I-70 operations near I-225 and I-270 interchanges will likely improve with the Preferred Alternative compared to the No-Action Alternative. See Chapter 4 and Attachment E for further information on the traffic analysis.

A3

Since the Supplemental Draft EIS, changes were made to the modeling to reflect an updated DRCOG 2035 model. The Build Alternatives no longer show severe congestion at Tower Road in the eastbound direction. The PM peak period has some congestion westbound between Tower Road and Peña Boulevard as a result of the heavy merging traffic in the area.

B3

I-225 and I-270 were included in the models and were considered in the analysis. However, these interstates are outside of the scope of this project and are not included in analysis results in the Final EIS. For additional information specific to these facilities, please contact CDOT. Traffic analysis that has been completed to date indicates that I-70 operations near I-225 and I-270 interchanges will likely improve with the Preferred Alternative compared to the No-Action Alternative. See Chapter 4 and Attachment E for further information on the traffic analysis.

C3

I-225, I-270 and Tower Road were included in the models and were considered in the analysis. However, these interstates are outside of the scope of this project and are not included in analysis results in the Final EIS. For additional information specific to these facilities, please contact CDOT. Traffic analysis that has been completed to date indicates that I-70 operations near the Tower Road, I-225 and I-270 interchanges will likely improve with the Preferred Alternative compared to the No-Action Alternative. See Chapter 4 and Attachment E for further information on the traffic analysis.

D3

Exhibit 4-42 and Exhibit 4-43 in the Supplemental Draft EIS display screenline volumes for I-70 only. They are not intended to show screenline volumes on I-270 for any of the alternatives.

Responses continue on the following page.

Comments			Responses to Comments	
Source: Submittal	Document Number: 728	Name: Commerce City - City Manager Brian McBroom and Staff		
<div>This side intentionally left blank.</div>			<div>E3</div> Text in the Chapter 3: Summary of Project Alternatives in the Final EIS was updated to reflect the comment.	
			<div>F3</div> Comment noted.	
			<div>G3</div> Air monitoring will be required of the developer during construction of the project. However, air monitoring will not take place in Commerce City due to the absence of construction activities.	
			<div>H3</div> Comment noted.	
			<div>I3</div> The text in Chapter 10: Community Outreach and Agency Involvement in the Final EIS has been strengthened to clarify that the PACT supported keeping I-70 on its current alignment.	
			<div>J3</div> Comment requires clarification and cannot be responded to without additional information.	
			<div>K3</div> Both spellings of the word are correct. However, for consistency the document will continue to use “flyer.”	

Source: Submittal

Document Number: 728

Name: Commerce City - City Manager Brian McBroom and Staff

REVIEW COMMENT FORM

Project Name:		I-70 SDEIS & Section 4 (f) Evaluation		Reviewing Agency:		Commerce City	
Milestone:		Contract E01-2R		Reviewed By:			
Submittal Date:		8/21/2014		Review Date:			
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Reviewer				Responder			
Issue No.	Page / Table / Exhibit / Appendix (Number, Paragraph, Line, etc. )	Reviewed By:	Comments	*		Markup	
				Response Code	Response	Complete	
L3 7.6	7-12, Paragraph 2		Confirm that the Vasquez letter of support is in there. It is not so we need to include as part of our letter				

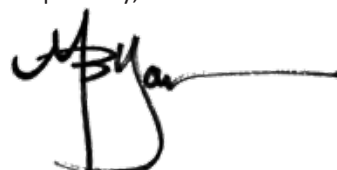
L3

Comment noted.




Comments			Responses to Comments
Source:	Submittal	Document Number: 144    Name: Commerce City - Rene Bullock	
A	<p>Good evening. Thank you, CDOT, and the Federal Highway Foundation for the 13 years of process to work with the affected communities to find the right solution for Interstate 70. When the Draft came out [in 2008], Commerce City opposed the realignment alternatives, and wrote a strongly worded letter advocating for a supplemental document and a better approach to find the solution to address traffic and community PACTs. Commerce City actively participated with businesses and residents in a collaborative process to eliminate the realignment alternatives, and to reaffirm a route of the interstate, rerouting the interstate made absolutely no sense from an emergency management, traffic, or cross perspective. We still believe this is the case, and thank the agencies for the Supplemental Draft to acknowledge this is true. Also, support different efforts to revitalize Elyria, Swansea, and Globeville neighborhoods, Brighton Boulevard, and CDOT's effort to mitigate PACTs directly adjacent to the highway.</p>		<p><b>A</b> Comment noted.</p> <p><b>B</b> This concern was adequately addressed in the Final EIS. Access will be offered in the form of slip ramps between the Colorado Boulevard and Steele Street/Vasquez Boulevard interchanges. Please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>C</b> The locations listed are outside the impacted area of this project.</p>
B	<p>While the Supplemental Draft EIS generally addresses big picture concerns, there are several significant changes the City might have to address in the final EIS before we can endorse the project. Commerce City supports the Partial Cover Lower Alternative, basic lower alternative option with the managed lanes as a preferred alternative. Our support for this alternative is routed within the SDEIS, which finds this alternative provides the best regional economic benefits, provides a significant number of jobs, and offers the best construction value. More importantly, most importantly, it preserves direct and directional interstate access to and from Vasquez Boulevard. This is the only alternative Commerce City and City Council will support. The City opposes moving interstate access from Vasquez to Colorado Boulevard because it has significant impacts to the city residents and businesses. It negatively impacts on truck traffic. Commerce City has a great amount of truck traffic heading from the north-south. It limits Commerce City's economic development opportunity to the benefit of Denver. And there is not adequate traffic analysis on Colorado Boulevard for the modification that eliminates Vasquez. The City has worked collaboratively with Denver and the state to identify alternatives that balance immediate neighborhood concerns, and keeps the interchange open. The City expects these discussions to reflect in the final EIS preferred alternative.</p>		
C	<p>Consistent with our previous comment, the City remains concerned with the lack of analysis or recognition of Commerce City PACT within the defined project area. The document fails to discuss the social, economic, or environmental justice, air quality, and noise impacts of associated mitigation within the City at Sand Creek, 50th Street, 56th Avenue, Central Park, Rose Hill, South Rose Hill, and the Stapleton Industrial Park neighborhoods. We also advocate for the City to be actively involved in the construction phasing plan, and approval for detours and changes to the interstate and the state highway within the city limits that may see traffic increases.</p>		

[illegible]

Comments				Comments			
Source: Submittal		Document Number: 880	Name: Denver Mayor Michael B. Hancock and Department of Public Works	Source: Submittal		Document Number: 880	Name: Denver Mayor Michael B. Hancock and Department of Public Works
<p>SDEIS, a second cover would eliminate the need for noise walls in this location, further mitigating the impacts of I-70. The proposed reconfiguration of the existing Steele/Vasquez interchange presents an immense opportunity to connect two segments of the neighborhood and create a special place for the community. This cover is different than the cover adjacent to Swansea Elementary School. That cover provides an open space amenity near the school and adjacent existing residential communities. The second cover would provide an opportunity to completely re-imagine its immediate surroundings, to open up multiple acres of land for additional rooftops and to introduce the type of development that the community has clearly stated it is missing.</p> <ul style="list-style-type: none"><li><b>Air Quality.</b> Denver requests CDOT include monitoring of air quality impacts before, during and after construction on site of PM 10, PM 2.5, Nitrogen Oxides and other pollutants. Significant concern has been raised by Denver and area residents about air quality impacts. Of particular concern are the impacts during and after construction in the neighborhoods, at the school and at the ends of the cover.</li><li><b>Highway “Footprint.”</b> Denver requests variances in the dimensions and geometrics of the highway width and interchanges. Reduced shoulder width and less-than-full-standard geometries for accel/decel lanes should be thoroughly examined as a joint effort between Denver and CDOT. These are reasonable adjustments to minimize the overall footprint of the highway without significantly impacting the safety or operations of the highway.</li><li><b>Connectivity.</b> Denver requests to closely coordinate with CDOT on ramp and local street closures during construction to ensure connectivity for residents to easily access and utilize all available modes of transportation throughout these neighborhoods. One of the longstanding challenges for these communities, further aggravated since the original construction of I-70, has been the lack of vehicle, pedestrian, and bicycle connections within the neighborhoods and to adjoining areas. This will become acute as construction of I-70 commences, with limited access on and off the highway for residents and others wanting to use I-70. East/West and North/South connectivity is needed on both sides of the highway to allow neighborhood residents to use all modes of transportation to safely travel, to revitalize these communities, and to ensure that industrial and truck traffic stay on appropriate thoroughfares. Improved connectivity is also necessary to address emergency vehicle access, particularly during the construction period. The PCL eliminates some North/South connectivity that must be re-examined. The reconfiguration of 46<sup>th</sup> Avenue, as requested by Denver, is an important contribution, as is the addition of a cover over the highway.</li><li><b>47<sup>th</sup> and York.</b> Denver requests to collaborate with CDOT to develop appropriate alternatives for connectivity in and around 47<sup>th</sup> and York, with the goal of identifying solutions that are multi-modal and minimize further impacts to the community. Prior to the original construction of I-70, there were at grade railroad crossings in this area, which have since been eliminated, thus causing additional barriers to mobility for community residents.</li><li><b>Steele/Vasquez and Colorado Boulevard Interchanges.</b> Denver requests that CDOT work collaboratively with the city and area residents and businesses surrounding the Steele/Vasquez and Colorado Boulevard interchanges to devise the most appropriate combination of strategies and infrastructure that respects the affected neighborhoods and allows good access to support local businesses. The PCL and modified PCL shown in the SDEIS show two different access</li></ul>				<p>configurations at these locations. Denver believes both of these options – 1) split diamond between the two interchanges and 2) no access at Steele/Vasquez with full diamond at Colorado Boulevard – have significant challenges and will create unacceptable impacts to the local businesses, the neighborhoods and the level of service at the interchanges.</p> <ul style="list-style-type: none"><li><b>Housing and Relocation.</b> Denver requests that CDOT work collaboratively with the city and area residents to re-establish a critical mass of residential housing units by developing a plan for the type, character and amount of replaced housing. The viability of the surrounding neighborhoods was diminished after the original construction of I-70 and will be further diminished with the planned loss of additional housing units under the proposed action. Funding for replacement housing should be channeled through the Denver Office of Economic Development, which can provide a fair, open and coordinated process to complete the housing redevelopment.</li><li><b>Drainage and Water Quality.</b> Denver requests that CDOT maintain its work with the city to find alternate solutions that will allow some of the drainage infrastructure and detention facilities to be above ground—thus creating a visually pleasing amenity for the surrounding communities. CDOT should work with Denver staff on water quality strategies as well to develop more specificity to be included in the FEIS. The SDEIS shows a system of drainage infrastructure that includes, for the most part, underground pipes to drain excess water to the South Platte River. Green Infrastructure and other Best Management Practices (BMPs) should be further developed, which will treat runoff from impervious surfaces that are part of the I-70 East project and from other sources.</li><li><b>Community Outreach.</b> Denver invites CDOT to remain engaged in additional community outreach following the conclusion of the SDEIS. Denver will develop supplemental approaches to educating and soliciting input from the affected neighborhoods. CDOT has put forth an enormous effort in engaging the communities and other stakeholders since 2003. However, Denver will maintain engagement with the community regarding the issues outlined in Denver’s comments.</li></ul> <p>Please feel free to contact Public Works Executive Director Jose Cornejo at 720-865-8712 with your questions or thoughts. We look forward to continuing the productive partnership with CDOT, the FHWA, the surrounding communities and other affected stakeholders as we move this important project forward.</p> <p>Respectfully,</p> <div></div> <p>Michael B. Hancock Mayor</p>			

The information in the cover letter is noted. Responses to specific comments are included on the following pages.



Comments				Responses to Comments	
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works		
		<div>Denver Public Works Office of the Executive Director 201 West Colfax Avenue, Dept. 608 Denver, CO 80202 P: 720-865-8630 F: 720-865-8795 www.denvergov.org/dpw</div>			
I-70 East Supplemental Draft Environmental Impact Statement Response Comment Report October 31, 2014					
	Volume	Chapter	Section	Page	Additional Reference
A	1	0	ES 1-10		Based on our review, the proposed elimination of the existing York St. interchange will create significant adverse impact to the local roadway network around York St. Please provided needed mitigation measures to include additional local roadway connections to York to help with the increase in traffic around this area. Revise and update section ES4.2, paragraph 3 on page ES-7 and section ES 6, paragraphs 6 and 7 on page ES-12 to include additional local roadway connections at York to help with the increase in traffic around this area.
	1	0	ES 1-10	14	"How will social..." add ...."Construction activity and property acquisition will lead to changes in the supply chain, customer access, and employee access; these changes will result in lower business sales, higher employee turnover, increased costs, and reduced profits. The result is lower tax revenues through sales/use taxes, property taxes (due to lost businesses or business capital), and other economic and fiscal reductions."
C	1	0	ES 1-10	19-20	Due to the critical nature of outreach, please cross reference and add "Additional focused outreach, during the planning, pre-construction and construction phases, will be made to local businesses to minimize business loss and operational disruptions.
D	1	0	ES 1-10	ES-17	What and where can the specific mitigation measures be found in the SDEIS? Include a reference to 5.22 here.
E	1	1	1.9	1-8	CDOT should work with the City and County of Denver (CCOD) and Globeville Elyria Swansea Organizers Group and other community stakeholders during the entire process to procure a private sector team who will design and construct this project. This partnership will ensure that local interests and concerns are reflected in the project as it proceeds from design through construction.
<div>FOR CITY SERVICES VISIT   CALL DenverGov.org   311</div> <div>Protecting the Present Building the Future Accountability, Innovation, Empowerment, Performance, Integrity, Diversity, Teamwork, Respect, Excellence, Safety</div>					
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Consider modifying paragraph 14 to show the Partially Covered Lowered (PCL) option with a signalized intersection at Steele/Vasquez and that 46th Ave. to remain one-way between Steele/Vasquez and Colorado Blvd. (WB 46th Ave. to the north of I-70 and EB 46th Ave. to the south of I-70).</td></tr><tr><td>1</td><td>3</td><td>3. 7</td><td></td><td></td></tr><tr><td colspan="5">In Exhibit 3-13 showing the Managed Lane Option the interior shoulders are shown as 12 ft. and in Exhibit 3-12 showing General Purpose Lane Option they are shown as 16 ft. Indicate why these shoulders can't be 12 ft. or change appropriately. 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Items such as reduced shoulder widths and less-than-full-standard geometries for accel/decel lanes should be thoroughly examined as a joint effort between the CCOD and CDOT, the results of which would be incorporated into the FEIS.					<div><div>J</div><div>This section discusses the elimination of the Realignment Alternatives (Alternative 4 and Alternative 6) from the 2008 Draft EIS. The alternatives were eliminated because they did not meet the project’s purpose and need. Therefore, these alternatives were not fully analyzed for impacts and mitigation in the document.</div></div> <div><div>K</div><div>Chapter 3, Summary of Project Alternatives in the Final EIS includes an updated Partial Cover Lowered Alternative discussion.</div></div> <div><div>L</div><div>In Chapter 3, Summary of Project Alternatives in the Final EIS, York Street has been changed to remain a one-way street.</div></div> <div><div>M</div><div>Figures include the width of the existing viaduct, as appropriate.</div></div> <div><div>N</div><div>Chapter 3: Summary of Project Alternatives in the Final EIS includes an updated Partial Cover Lowered Alternative discussion.</div></div> <div><div>O</div><div>The general purpose lane option will be constructed at the same width as the Managed Lanes Option for future flexibility.</div></div> <div><div>P</div><div>TDM/TSM strategies, which are programs designed to reduce travel demand and improve the use of the current transportation system, while reducing the need for major capital investment are included in Chapter 3, Summary of Project Alternatives in the Final EIS. Routing of truck traffic in the neighborhood and improvements to the local street network are Denver’s responsibility and additional transit in the corridor is RTD’s responsibility. CDOT has been coordinating with and will continue coordinating with both agencies throughout the process to develop the best solution for the corridor.</div></div> <div><div>Q</div><div>CDOT will coordinate with Denver regarding the overall footprint of the highway.</div></div>
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Comments					Responses to Comments	
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
	Volume	Chapter	Section	Page	Additional Reference	
R	1	3	3. 7		Ch. 4	
	The design of the Partially Covered Lowered (PCL) should incorporate complete and green street concepts, taking into consideration best practices of design, multimodal safety and efficiency, visual and environmental protection for the neighborhood. In addition to lowering the highway and providing a cover, the design should incorporate measures to open the area up to natural light and air, improved multimodal facilities, landscaping, aesthetics to provide opportunities for mountain views across the lowered highway, and other features to improve aesthetics and reduce noise from the highway. Successful streetscape design reinforces the pedestrian scale and character and enhances the quality, identity, physical function, and economic vitality of an area. In locations where it is possible within proposed right-of-way, design the frontage road with wider sidewalks and buffers to be more inviting. Also address community cohesion and infrastructure needs that were disrupted by the location of I-70 through the community.					
S	1	3	3. 7	18, paragraph 7		
	It states that the slip ramps at Monaco and Dahlia will be relocated and consolidated at Holly St. With this proposed change and from our review, there will be significant increase to traffic on Holly St. to the north and south of the interchange as well as cut through traffic on 48th Ave. Therefore, this paragraph will need to be updated to include language that additional work on Holly to the north of I-70 and also 48th Ave. to Colorado will be required to provide alternative accesses to Colorado to help relieve congestion on Stapleton Drive North and South.					
T	1	3	3. 7	21, top of page		
	There appears to be missing text. Please verify and add text as appropriate.					
U	1	3	3. 7	3-17-31	Ch. 4	
	<p>ALTERNATIVES, ROAD WIDTH &amp; SUFFICIENT CAPACITY:</p> <p>Concerned that width of I-70 &amp; number of lanes be sufficient to accommodate vehicle traffic growth and does not need widening in the future.</p> <p>Regardless of how wide the road is under all Build Alternatives, traffic load demand forecasts for the next several decades must be adequate enough to solve congestion. The highway width and number of lanes need to be sufficient to avoid the need to further widen I-70 later.</p>					
					<p><b>R</b> CDOT will coordinate with Denver regarding the design of local streets. Attachment O, Aesthetic and Design Guidelines developed during the EIS process with Denver and the community, will be used during final design to help CDOT identify appropriate aesthetic design elements to ensure compatibility within the community and each viewshed. CDOT is committed to following the guidelines and continued community involvement during final design and construction.</p> <p>The concerns regarding community cohesion have been adequately addressed in the Final EIS. For information on the Preferred Alternative highway cover and how it addresses community cohesion, please see PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in part 1 of Attachment Q.</p> <p><b>S</b> Improvements to Holly Street north and south of I-70 are understood to be part of future Denver improvement projects.</p> <p><b>T</b> Text was added in the Final EIS to address this issue.</p> <p><b>U</b> The Final EIS analysis used the most recent 2035 DRCOG travel demand model to forecast future traffic volumes. This model includes household and employment data for the region and includes programmed projects including the East Corridor commuter rail line. The traffic volumes were used to determine the needed capacity for I-70 in this area.</p> <p>The concerns regarding managed lanes and have been adequately addressed in the Final EIS. For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The justification of the number of lanes needed for the highway in the future has been discussed in the Final EIS. For information on widening the highway and number of lanes needed, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments					Responses to Comments	
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
V		1	3	3. 7.1	3-18 to -19	Ch. 5, Sec. 5.3.23
		MANAGED LANES, TOLLING The SDEIS does not discuss potential tolling costs, which would allow the impacted public to be informed of the fees they might anticipate for use of managed lanes. It is noted that p. 3-19 indicates “pricing and policies” will be made explicit in the EIS.  The EIS should provide more information on the intent and mission for managed lanes. It should include potential pricing scenarios for managed lanes (current examples of one-way tolling across the country, depending on miles/length of travel, toll segment and congestion level range from \$0.20 to \$9.00) and indicate how pricing may be related to vehicle type. It should also indicate the aspects of managed lanes that will be locked into the 2016-2021 Transportation Improvement Program (TIP) or other appropriate TIP, such as BRT, HOV, HOV+, SOV, ZEV and the associated air quality benefits.  The separate study that will evaluate the pricing and policies for the managed lanes should give priority to reduce impacts on air quality and provide equitable access across all income levels. Low-income residents of these neighborhoods and the region will bear a larger financial burden from the managed lanes relative to family budget. Please specify any monetary or other incentive options available for using managed lanes for residents impacted by the project, this could include allowing residents of Globeville, Elyria and Swansea to have FREE, not just subsidized, access to the managed lanes to facilitate neighborhood connectivity.  The EIS document should identify exactly how many (and where) access points to the managed lanes will be throughout this study area. There is language in the EIS that indicates access for low income residents. For this to truly benefit low income residents of the Globeville, Elyria and Swansea; there would need to be an access point to the managed, HOV, HOV+ lanes.  The EIS must show how the traffic from managed lanes will terminate on I-70 as it approaches the mousetrap interchange at I-25 and provide information on air quality and congestion impacts as west-bound I-70 narrows from five lanes to three lanes to two lanes as it crosses I-25.				
	W	1	3	3. 7.3	29	
		Based on our review, the removal of the access at Steele/Vasquez creates adverse traffic impact to 46th Ave. and Steele/Vasquez.				
X		1	3	3. 7.3	3.23	Ch. 5, Sec. 5.14.6 & 5.17
		LOWERED ALTERNATIVES, DRAINAGE:  There are major concerns with constructing the lowered alternative as to effective mitigation of groundwater and drainage & detention impacts from surface runoff.  If a lowered alternative is selected, CDOT must guarantee the mitigation will solve drainage problems impacted by this project.				
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- V The managed lanes pricing strategies will be determined during future phases of the project.  
  
For information on toll rates, please see FUND3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  
  
Attachment A, Alternative Maps in the Final EIS includes access points to the managed lanes and lane transitions at each project termini.
- W The Steele Street/Vasquez Boulevard interchange is included in the Preferred Alternative as described in the Final EIS. For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
- X A key component of the Partial Cover Lowered Alternative is the design of an offsite drainage system to capture the urban overflow reaching I-70. The design of the offsite system will protect the lowered I-70 and reduce existing drainage problems north of I-70. Mitigation of groundwater will be a final design consideration.

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Comments					Responses to Comments									
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works											
		<table><tr><th>Volume</th><th>Chapter</th><th>Section</th><th>Page</th><th>Additional Reference</th></tr><tr><td>1</td><td>3</td><td>3. 8.1</td><td>3-34 to 35</td><td></td></tr></table>	Volume	Chapter	Section	Page	Additional Reference	1	3	3. 8.1	3-34 to 35			
Volume	Chapter	Section	Page	Additional Reference										
1	3	3. 8.1	3-34 to 35											
C1		It is stated that the roundabout option in the Build Alternatives to provide improved operations as compared to the signalized interchange. Based upon our review, the roundabout will likely have worse operations and more limited capacity than the signalized options. A failure of the roundabout would create significant queuing on Vasquez Blvd. north of I-70 and on WB 46th Ave. Due to severely high levels of traffic, the non-signalized crossing in the roundabout option will discourage pedestrian movement and make it unsafe due to extremely high levels of interaction with traffic. Also, additional notes should be added in paragraph 5 regarding the benefits of the traffic signals to include enhanced ability and flexibility to address potential future congestion.			C1 Roundabouts have been eliminated from the Preferred Alternative in the Final EIS.									
D1		<table><tr><td>1</td><td>3</td><td>3. 8.2</td><td>35</td><td></td></tr></table>	1	3	3. 8.2	35			D1 The discussion regarding highway cover variations has been updated in Chapter 3, Summary of Project Alternatives in the Final EIS.					
1	3	3. 8.2	35											
E1		<table><tr><td>1</td><td>3</td><td>3. 8.2</td><td>35</td><td></td></tr></table>	1	3	3. 8.2	35			E1 Text has been revised to say “Although a second cover is not included as part of the Preferred Alternative, the design of the highway does not preclude construction of a second cover at a later date.” Air quality is no longer discussed in relation to the second cover. However, air quality would need to be analyzed if a second cover is pursued by others in the future.					
1	3	3. 8.2	35											
F1		<table><tr><td>1</td><td>3</td><td>3. 8.3</td><td></td><td></td></tr></table>	1	3	3. 8.3				F1 The text was revised to reflect this.					
1	3	3. 8.3												
G1		<table><tr><td>1</td><td>3</td><td>3.11</td><td></td><td></td></tr></table>	1	3	3.11				G1 Existing right-of-way that would be needed from Denver is documented in the right-of-way plans to be prepared for the project. CDOT is coordinating with Denver regarding right-of-way needs.					
1	3	3.11												
H1		<table><tr><td>1</td><td>3</td><td>3.11</td><td>41</td><td></td></tr></table>	1	3	3.11	41			H1 Future planned development included in the DRCOG model is a part of the alternatives evaluation process. Planned development is also included in the Land Use Section and the Cumulative Impacts chapter of the Supplemental Draft EIS and Final EIS. The purpose and need of the project is to address safety mobility, access, and congestion for the interstate - not economic development.					
1	3	3.11	41											
I1		<table><tr><td>1</td><td>3</td><td>3.11</td><td>42</td><td></td></tr></table>	1	3	3.11	42			I1 Chapter 3, Summary of Project Alternatives in the Final EIS was updated to address this comment.					
1	3	3.11	42											
		Neighborhood cohesion:  This section lacks clarity, does not define neighborhood cohesion and mainly focuses on the dominant visual barrier. Please provide a definition for neighborhood cohesion and state how the PCL accomplishes this with a more detailed description of specific design elements in additional to the visual barrier.			Attachment O, Aesthetic and Design Guidelines in the Final EIS was developed during the EIS process with Denver and the community, will be used during final design to help CDOT identify appropriate aesthetic design elements to ensure compatibility within the community and each viewshed. CDOT is committed to following the guidelines and continued community involvement during final design and construction.  For more information on neighborhood cohesion, please see Section 5.2, Social and Economic Conditions in the Final EIS.									

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Comments						Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
		Volume	Chapter	Section	Page	Additional Reference
J1		1	3	3.11	42	
	EJ Mitigation measures - Additional 0.4 acres for school facility number should be clarified and cross checked with acreage stated on the bottom of Page ES-17. These references should also clarify how much of the expanded school area will be on the cover, if applicable. It's important to know if the cover will be considered school area or a park that can be used by the school.					
K1		1	3	3.11	42	
	Neighborhood cohesion:  Since the PCL alternative "eliminates some local north-south connectivity," additional north-south connections should be considered as design continues to support north-south connectivity.					
L1		1	4	4.1	4-2	Ch. 5, Pg. 5.3-2
	CDOT stated mitigation measures are insufficient to mitigate the high and adverse impacts on the low-income and minority populations. CDOT owned land in the Elyria and Swansea neighborhoods presents incredible economic development opportunities for neighborhood - serving businesses and jobs.					
M1		1	4	4.1	4-2	Ch. 5, Pg. 5.3-2
	Existing local connectivity – mentions 18 roadways within the study area between Washington St. and Tower Rd., but when this section refers to streets under I-70 that provides critical north/south access for Swansea and Elyria neighborhoods, it does not quantify the number of streets that provide the limited access they currently have. The connectivity of the Elyria and Swansea neighborhoods will see fewer connections with this highway project under both PCL Alternative and Modified Option.  This section should quantify the exact number of streets under I-70 that provide critical north/south access for Swansea and Elyria neighborhoods, same as it did for the number of streets that have I-70 connectivity within the study area between Washington St. and Tower Road.					
N1		1	4	4.1	4-3	
	The sale and vacation of 46th Avenue is a process that will need action/approval by Denver City Council. CDOT and CCOD should explore opportunities for land exchanges near the I-70 and Vasquez interchange that would encourage economic development for these low income neighborhoods that have struggled to secure neighborhood –serving businesses such as a grocery store.					
O1		1	4	4.1	9	
	The study must provide information on the existing safety conditions on the major local roads within the impacted study area as defined in Exhibit 4-1. Documenting existing local safety issues is essential for the project team understand safety impacts from any alternatives that may divert traffic from I-70 to the local network.					
P1		1	4	4.2		
	Current trend lines around the United States indicate a slowing growth rate in Vehicle Miles Traveled (VMT). How does the Denver Regional Council of Governments (DRCOG) model adjust for changes in projected VMT growth rates, Transportation Demand Management (TDM) programs, and other VMT reduction measures? A sensitivity analysis for the future traffic projections should be provided and discussed with the CCOD.					
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						J1 Section 5.2, Social and Economic Conditions in the Final EIS provides updated acreage of the mitigation measures for the impacts to the Swansea Elementary School playground for each alternative.  The Preferred Alternative’s cover provides a shared space for the community and the school. For information on the features of the Preferred Alternative highway cover, please see PA4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
						K1 The Partial Cover Lowered Alternative maintains the existing north/south street network as discussed in Chapter 3, Summary of Project Alternatives in the Final EIS.
						L1 The study shows that the mitigation measures alleviate impacts to low income and minority populations. Therefore, it is concluded that there is no high and adverse impact to environmental justice communities after mitigation. The disposal of excess right of way will be determined at a later date. For more information, see Section 5.3: Environmental Justice in the Final EIS.
						M1 Section 4.1 has been expanded to quantify the number of north-south connections for Elyria/Swansea neighborhoods.
						N1 CDOT is working with Denver on the purchase of needed Denver right of way. At the end of the project, after all construction has been completed, CDOT will make a determination as to what excess Right-of-Way it may have along the I-70 East corridor that it does not need for transportation purposes. With the approval of FHWA and the CDOT Transportation Commission, such parcels can be declared excess right-of-way. CDOT has procedural requirements as to how to dispose of excess right-of-way. In addition, depending upon whether or not a parcel of excess Right-of-Way is usable as a standalone parcel will dictate which parties may have a right of first refusal. If multiple parties submit competitive bids for excess parcels, CDOT will typically select the highest bidder as the purchaser.
						O1 CDOT is working with Denver to ensure the local road network near I-70 meet current safety standards.
						P1 The concerns presented in this comment have been adequately addressed in the Final EIS. For information on how the traffic forecasting model was determined and used for this project and consideration of changes in driving patterns, please see TRANS5, TRANS6, and Trans 11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.



Comments						Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
		Volume	Chapter	Section	Page	Additional Reference
Q1		1	4	4.2	20	
		Significant commercial and industrial development is expected to occur in the next twenty five years on DIA property under the Airport City Concept. DIA has submitted estimated employment figures associated with this development to DRCOG for their 2040 model. DIA would recommend that this DEIS take into account those estimated employment figures.				
R1		1	4	4.2, 4.3.2		
		The City and County of Denver (CCOD) is concerned about several aspects of the models used to project future traffic, which in turn result in the identified need for the number of lanes on I-70. In particular, CCOD is concerned how the future price and availability of fuel will affect the amount of people and goods traveling on I-70 over the next 20 years. Several research projects have touched on the topics of peak oil production and the price elasticity of fuel and its impact on people’s driving habits, including the September 2008 American Public Transportation Association report titled “Rising Fuel Costs: Impacts on Transit Ridership and Agency Operations” and the November 2013 World Energy Outlook published by the International Energy Agency. However, the models used to project future I-70 traffic have not factored in potential significant changes in travel behavior, as optional scenarios based on these variables are not considered in the DRCOG model that is the basis for the I-70 modeling. The Executive Summary of the March 2010 “Interim Guidance on the Application of Travel and Land Use Forecasting in NEPA” published by the Federal Highway Administration is clear that the document is just that—guidance and strictly voluntary—and therefore allows for flexibility as to the type of traffic model to be used. As such, CCOD requests that CDOT, working with CCOD, develop a sensitivity analysis of the I-70 models to evaluate the potential effect of various fuel availability/price scenarios on projected future traffic. CCOD also requests that CDOT provide research that supports the assumptions that are built into the existing models in the area of future fuel impacts on travel patterns, as well as research that might refute those assumptions. Finally, CCOD requests CDOT to disclose what other traffic projection models would be reasonable to use in this project, given the inherent flexibility in the NEPA guidance.				
S1		1	4	4.3		
		CDOT must indicate how 29,200 to 36,400 vehicles will navigate through the local network, indicate all associated impacts, and demonstrate how these impacts will be mitigated.				

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Q1

Even though the horizon year of 2035 is used to project volumes for the Final EIS, sensitivity analysis was conducted to compare these to the 2040 DRCOG model. Results showed that the volumes were comparable and that any differences in the employment projections can be accommodated with the existing design. For information on the sensitivity analysis that was completed, please see TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

R1

The concerns regarding the traffic modeling have been adequately addressed in the Final EIS. For information on how the traffic forecasting model was determined for this project, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Peak oil is a term that refers to the global peak in oil production, which occurs when the amount of oil produced worldwide reaches a peak and starts declining. Predictions for when this peak will occur are controversial and range from now to 2035 and beyond. This decline in oil production does not signify ‘running out of oil’ but it does mean the end of cheap oil, which will have worldwide consequences.

Fuel prices have an impact on transit ridership. However the price of fuel is not consistent enough to use it as a reliable source for traffic capacity predictions.

The decline in driving patterns has been considered when performing the traffic analysis. For information regarding consideration of changes in the driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

S1

The screenline volumes for the area within Elyria and Swansea include the roadways displayed in Figure 4-16 of the Supplemental Draft EIS (Brighton Boulevard, 46th Avenue, and 47th/48th Avenue). These volumes are bidirectional daily volumes on all three of these routes. The peak hour volume (approximately 1,700 vehicles per hour) is well within the capacity of these roadways. Updated numbers are available in Chapter 4, Transportation Impacts and Mitigations of the Final EIS.

Source: Submittal

Document Number: 785

Name: Denver Mayor Michael B. Hancock and Department of Public Works

T1

Volume	Chapter	Section	Page	Additional Reference
1	4	4.3		
Prior to the construction of I-70, residents in the community had an at-grade railroad crossing at or near 47th and York for east/west connectivity. In the present situation, that connectivity has been compromised, as people wanting to drive, walk, or ride a bicycle east/west in that vicinity have to make a circuitous route down to 46th Ave. and back through numerous stoplights. With the proposed PCL, this will be further aggravated as a result of the separation of east and westbound 46th on either side of the lowered I-70. As a result of this changed access to I-70, there will be an adverse impact on circulation within and between communities both during and after construction. Exhibit 4.-43 shows a 300% increase in east/west volumes between Steele and York, which validates this conclusion. The only existing through roadway in this section is 46th Ave. Based on these projected volumes and impacts a mitigation should be determined to address the need for additional east/west multi-modal connectivity north of I-70 between Steele and York, to Brighton Blvd. This connectivity should be in the general vicinity of 47th and York, and may include some form of grade separated crossing for vehicles, and a separate grade separation for pedestrians and bicycles. CCOD would like to work with CDOT and the communities between the SDEIS and the FEIS to develop the most appropriate and cost effective solution, which would be incorporated into the FEIS.				

U1

1	4	4.3		
CCOD sees opportunity for community revitalization in the area of the existing Steele/Vasquez interchange. The current interchange has a large footprint on what would otherwise be developable land, and has direct impact on the adjacent residents. An opportunity exists for this area to be a catalytic feature of revitalizing the surrounding communities. As more modeling information has become available through CDOT’s I-70 DynusT model, CCOD has further evaluated interchange options at Steele/Vasquez and Colorado Blvd. and is concerned that neither PCL option presented in the SDEIS is adequate—either the split diamond configuration shown between Steele/Vasquez and Colorado Blvd., or the full diamond configuration at Colorado Blvd. with no access at Steele/Vasquez. COCD believes that the configuration of these interchanges and their access to I-70 have a direct impact on the health of the community, direct impacts of truck traffic on communities south of I-70, safety on the highway, the amount of land available for development, pedestrian and bicycle mobility, and the level of service of intersections, ramps, and streets that are part of the interchanges. CCOD would like to continue to work with the surrounding neighborhoods, CDOT, and as appropriate adjacent cities and counties to develop access as appropriate at these interchanges that maximizes the efficiency of ingress and egress, preserves the ability to consider a second cap over the highway, maximizes the potential to develop land in the area of the Steele/Vasquez interchange, supports the surrounding business community, is consistent with the desires of our neighboring entities, and minimizes the amount of truck traffic in the communities. CCOD believes that a better performing alternative for access at these interchanges can be developed jointly and with public input and be incorporated into the FEIS.				

V1

1	4	4.3	23	
Based on our review, the removal of the York St. interchange will cause significant adverse impact to the surrounding local roadways. Additional evaluations are needed to provide local connections at York to help relieve congestion.				

Responses to Comments

T1

Changes to 47th and York interchange are outside of this project’s scope. For information on changes to the 47th Avenue and York Street intersection, please see TRANS3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

U1

The Steele Street/Vasquez Boulevard interchange is included in the Preferred Alternative as described in the Final EIS. For information on the Steele Street/Vasquez Boulevard and Colorado Boulevard interchanges, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT will continue to work with Denver on the access configuration at Steele Street, Vasquez Boulevard, and Colorado Boulevard and the disposal the right-of-way that remains after construction.

V1

Chapter 4 of the Final EIS provides additional detail on the traffic analysis based on the removal of the York Street interchange.

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Comments						Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
		Volume	Chapter	Section	Page	Additional Reference
W1		1	4	4.3	28	
		While adding shoulders to the reconstructed viaduct may not address congestion related safety problems it will improve safety during other times of the day. The FHWA clearing house has a Crash Modification Factor (CMF) for shoulders on freeways and CDOT needs to acknowledge and quantify that in the study.				
X1		1	4	4.3	28	
		How do any of the build alternatives address safety concerns on the local street network within the impacted area? The FEIS should document how the build alternatives improve or degrade safety on the local network.				
Y1		1	4	4.3.2		
		To prevent traffic backups, the connection from I-70 to I-25 may need additional capacity. CDOT should reevaluate the traffic loads to address this issue and mitigate accordingly.				
Z1		1	4	4.3.2	Exhibit 4-30	
		This chart indicates significantly higher peak hour congestion for EB traffic then what is shown in Exhibit 4-29. The changes between the Basic PCL and Modified PCL are mainly on the local network system and should not have this type of impact on the freeway system.				
A2		1	5	5.1		
		An infinite silt reservoir is assumed that increases with increasing traffic. As a result, the predicted values are expected to be conservative. Please clarify.				
B2		1	5	5.1	5.10-2; 5.10-9 to -10; 5.10-34; Exhibit 5.10-24 on pg. 5.10-45.	
		AIR QUALITY/NEW PM2.5 STANDARD:  SDEIS does not discuss the Dec. 14, 2012 revision of the primary annual standard for PM2.5 from 15 µg to 12 µg/m3; or review area PM2.5 values, such as the Commerce City monitor at 8.2 µg/m3 annual mean 3-yr average (2012 Annual Report, CDPHE AQCD). It does not discuss the potential for near-highway and project impacts to exceed the new standard or, if appropriate, mitigation strategies specific to PM2.5. This is particularly important as Vol. 3, Attachment 7 at 7.3.1 indicates increasing PM10 and PM2.5 emission inventories after 2025-2030 “as vehicular travel growth overtakes the technology-based emission reductions”.  The EIS should address the new primary annual PM2.5 NAAQS; review recent PM2.5 levels and forecast appropriate background levels of the project consistent with the revised PM2.5 NAAQS; and assess impacts of the project on maintaining PM2.5 attainment.				

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W1

The benefits of shoulder widening have been discussed in further detail in Chapter 4 of the Final EIS.

The Final EIS includes modified text to reflect the safety improvements gained by improved shoulder widths.

X1

CDOT is working with Denver to ensure the local road network near I-70 meets current safety standards.

Y1

The I-25 and the I-25/I-70 interchange have been included in the traffic analysis. The analysis presented in Chapter 4 shows the congestion the interchange causes on I-70. No improvements are proposed at this interchange as a part of this project.

Z1

The chart has been updated to reflect the refined Partial Cover Lowered Alternative.

A2

Clarification on the “infinite silt/s and reservoir” and its relationship to VMT is discussed in Attachment J, Air Quality Technical Report in the Final EIS. The new EPA guidance on background concentrations was used for the Final EIS and also noted in the text.

B2

The air quality concerns have been adequately addressed in the Final EIS. For information on transportation-related pollutants, including PM2.5, NO2, CO, and PM10, please see AQ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.


The NAAQS for PM2.5 were correctly identified in the Air Quality Technical Report, Attachment J to the Supplemental Draft EIS. CDOT, FHWA, CDPHE, and EPA have all coordinated regarding analysis needs, specifically including the pollutants for which there is a local air quality concern. The identification of the need to model hotspots specifically excluded PM2.5, because this pollutant has never been a pollutant of local air quality concern in the Denver Metropolitan area and all monitoring for these pollutants show concentrations well below NAAQS standards. The comment’s reference to EPA’s standards about PM2.5 does not demonstrate that they are localized concerns with NAAQS likely to be violated in the Denver area. This is particularly the case where the emissions inventories for the I-70 East corridor show large reductions in PM2.5 tailpipe emissions. For example, the emissions analysis shows that PM2.5 emissions will drop from 0.74 tpd in 2010 to 0.37 tpd for the No-Action Alternative or 0.38 tpd for the Partial Cover Lowered Managed Lane Alternative in January. The pollutant inventories account for increases in VMT. Further, the difference between the No-Action Alternative and Partial Cover Lowered Managed Lanes Alternative was only 2.7 percent for PM2.5 emissions in 2035.



Comments					Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works		
	Volume	Chapter	Section	Page	Additional Reference
	1	5	5. 1	Entire Sub-Chapter	
	AIR QUALITY, MODELING:				
C2	The SDEIS does not indicate neighborhood/near-road modeling other than what is presented on hotspot CO and PM10. Denver’s Air Quality/Air Toxics modeling at neighborhood and near-road scale should be applied to assess expected air pollution impacts and conditions of the proposed I-70 east project. This should include projection of conditions at near term, mid-term (2020s) and out to planning horizon(s) (2030s/beyond).				
	The EIS should contain outcomes from Denver Air Quality/Air Toxics modeling that explore impacts of structural project features including depressed roadway, Swansea and other covers, and walls and barriers both hard and soft (vegetative). Further exploration of widened highway/added lanes and of transportation demand/congestion mitigation measures such as BRT, HOV and other managed lane features would be ideal as well. Outcomes should be reported for near, mid- and long-term.				
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Page 13 of 60					<div>C2</div> <div>Near-road modeling was conducted for CO and PM10 because these two are the only pollutants of concern in the region, for which it was required to confirm that the health-based NAAQS would not be exceeded by contributions from the project.</div> <div>With regard to MSATs, the information presented in the Supplemental Draft EIS demonstrates that MSAT emissions at the Study Area level will be much lower in the future. The U.S. Environmental Protection Agency’s MOVES model also predicts lower mobile source air toxics in the future; therefore, it can be logically assumed that these emissions will be lower in the near-road neighborhoods as well. Benefits of Tier 3 mobile source rules will not be modeled. The updated “Good Neighbor Study,” which looks into the issue of MSATs in more detail, is referenced in the Final EIS. The near-road modeling that was conducted for CO and PM10 does include the effects of the depressed roadway section and the cover(s), but there is no way in the currently-accepted models to account for the effects of walls, trees, and other barriers.</div> <div>Near-road emissions are not relevant in the context of MSAT health effects, which are based on 70-year exposure. Study area MSAT analysis is a better indicator of changes in 70-year exposure. Also, AERMOD results for PM10 are representative of the impacts of any pollutant, i.e., if an alternative has lower AERMOD (not total) concentrations for PM10, it would also have lower concentrations for MSATs or any other pollutant.</div>

Comments					Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works		
	Volume	Chapter	Section	Page	Additional Reference
D2	1	5	5. 1	Entire Sub-Chapter, Exhibit 5.10-24 at 5.10-45, potential impacts and strategies.	
	It is stated that, "air quality monitoring will be conducted in the area during construction to evaluate the mitigation measures used to decrease impacts." However, there is no mention of when the air quality monitoring will begin. It is important to establish a baseline for the air quality PRIOR to construction to be able to identify whether there has been an impact to air quality and thus whether the mitigations measures have been successful. Add that monitoring will be installed ahead of construction with a sufficient lead time (suggest 12 months) prior to establish a sufficient baseline. Swansea Elementary School, location for previous CPDHE monitoring, may be a suitable location. Findings should be compared with results from CDPHE's near-road monitors on I-25.				
	A monitoring station at Swansea School capable of providing information on a full suite of potential pollutants during construction into highway usage for the foreseeable future for the following parameters (pre-construction, during construction, and post-construction):  • NOx (oxides of nitrogen); • NO2 (nitrogen dioxide); • PM2.5 (particulate matter 2.5 micrometers); • PM10(particulate matter 10 micrometers); • CO (carbon monoxide); • Black Carbon (continuous monitored); • Meteorology.  Potential (leveraging existing assets): • BTEX (benzene-toluene-ethylbenzene-zylene); • Ultrafine Particles or estimate thereof by correlation to Black Carbon  During construction, particulate matter (PM10 &/or PM2.5, as appropriate) measurement should include analyses of toxic metals content as related to contaminants of concern from hazardous materials disturbed within the project footprint.				
E2	1	5	5. 1	Exhibit 5.10-13	
In text explaining exhibit 5.10-13, it is important to point out that the hot spot analysis assumes an at-grade location. This may be conservative when compared to the depressed PCL options, which should be stated.					
F2	1	5	5. 2		
Suggest including a similar characteristic analysis section on families/households presents of children under 5, 6-18, and persons over 65 living in the same housing units and by neighborhood.					
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<div>D2 For NEPA purposes, CDOT will require that the contractor perform air monitoring for PM10 in the project vicinity to assess construction effects on air quality and ensure that construction work is not producing unhealthy levels of dust in the adjacent community. With regard to MSATs mentioned in the comment, there are no NAAQS against which to compare monitored levels for NEPA purposes. It is also noted that the monitoring protocol was developed in consultation with multiple agencies to ensure its sufficiency.  CDOT is developing a partnership with Denver Department of Environmental Health, supported by the Colorado Department of Public Health and Environment's Air Pollution Control Division to conduct an independent research project (not associated with the I-70 East project) that will demonstrate the emissions effects from a variety of pollutants at a stationary site located at Swansea Elementary School. Various diesel component emissions, nitrogen oxides, some air toxics, and particulate matter of varying fractions will be monitored to collect pre-construction baseline, during construction, and post-construction emissions data. The program will attempt to collate monitored emissions with construction activity near Swansea to assess 1) the contribution of highway construction emissions to the environment at the school, and 2) the overarching air environment associated with major highway construction.</div> <div>E2 In the revised modeling for the Final EIS, the Partial Cover Lowered Alternative was modeled as below grade for a more accurate representation of the air quality effects.</div> <div>F2 The project team agreed to follow CDOT's NEPA Manual in its analysis and it followed the version available at the time of the analysis. The analysis presented in the Final EIS remains consistent with the analysis in the Supplemental Draft EIS.</div>					

Comments					Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works		
	Volume	Chapter	Section	Page	Additional Reference
G2	1	5	5. 2		
	Add a summary sentence at the end of the first socioeconomic section: By every measure of socioeconomic status discussed above, the Elyria-Swansea neighborhood is the most vulnerable of all the neighborhoods in the project area. Since the 2008 EIS, there has been a significant increase in the number of Latino children in the neighborhood (up 39% from 2000-2010). Children are particularly impacted by such environmental impacts that will result from the I-70 reconstruction, such as noise. Noise has been shown to affect children's quality of sleep and ability to concentrate and learn in the classroom.				
H2	1	5	5. 2	36	
	<p>SOCIO-ECONOMIC CONDITIONS, MAINTAINING CONNECTIVITY OF LOCAL ROAD NETWORK:</p> <p>Residents without a personal vehicle might have to rely on public transportation to get to a grocery store, rail stations, recreation facilities and other services, which are very important for the day to day necessities of its residents and their overall quality of live. Potential changes to the character and access to 46th St. could disrupt community mobility.</p> <p>(Refer to Health Impact Assessment (HIA) for Globeville, Elyria and Swansea - Chapter on Access to Good and Services: To be healthy neighborhoods need more than just healthy food. To address these issues one way is to improve physical access by building complete streets, which enable safe access to pedestrians and bicyclist, motorist, trucks and public transportations users of all ages. Physical barriers have long created poor access to healthy, affordable food in GES. North south connectivity in crucial to residences due to service such as the RTD commuter rail stations which are located south of the highway. These neighborhoods are unique in that they are bisected by major highways and multiple railroad tracks.)</p> <p>The EIS should allocate funds for the implementation of the safe-crossing on 47th and York. This intersection is critical for residents of Elyria to access safely and timely those services in Swansea such as schools, Focus Points, churches and Swansea Park. Swansea residents use this intersection to go to The Grow Haus, the Valdez Perry Library and the National Western Center (NWC).</p> <p>Mitigations should include the implementation of extra pedestrian and bike bridges across the highway to give access by connecting the residents of the north of Swansea to services in the south and vice versa.</p> <p>Maximize N-S connections between Brighton—Steele including ped/bike crossings.</p>				
I2	1	5	5. 2. 2	5.2-2, line 3	
	Suggest the sentence should read the "...recovery is weak, uneven, and ongoing within this study area."				



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- G2** CDOT is unaware of data supporting the listed statements. For information regarding human health within the study area, please see Section 5.20, Human Health Conditions in the Final EIS. The section was added after the Supplemental Draft EIS.
- H2** The concerns presented in this comment have been adequately addressed in the Final EIS. For information on consideration of multi-modal forms of transportation, walkability and bicycle routes, changes to 47th and York intersection, and north-south connectivity please see TRANS1 through TRANS 3 and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
- I2** The referenced section has been deleted in the Final EIS.



Comments						Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
		Volume	Chapter	Section	Page	Additional Reference
J2		1	5	5. 2. 6		The number of households without access to a personal vehicle is disproportionately high in the Globeville, Elyria and Swansea neighborhoods. The construction in the neighborhood will make it hard for residents to get around due to detours and possible RTD schedule changes. As mitigation, CDOT could work with the City and County of Denver and RTD to utilize a shuttle system to provide additional access and transportation during the construction, to maintain the same level of service (i.e. frequency, availability, length of trip/time and access to public transportation). Furthermore, CDOT should work with Denver Public Schools on the coordination of “Success Express” bus stops for students to attend school and local recreation centers.
	K2	1	5	5. 2. 7		Please add a reference to the disruptive effects from long extended NEPA process resulting from the pre-construction and construction on business activity and investment.
L2		1	5	5. 2. 7	5.2-25	The residents of Globeville, Swansea and Elyria consider themselves three distinct neighborhoods. After the construction of I-70, Denver designated Swansea/Elyria as an official administrative neighborhood. The proposed taking of homes will disproportionately impact Elyria.
						The EIS calculations should be done based on the impacts to Elyria because statistics based on Elyria Swansea combined neighborhoods diminish the negative impact on the community of Elyria.
M2		1	5	5. 2. 8		The discussion of food deserts should be modified from food deserts to ‘underserved areas’. It’s not only a lack of a grocery store in an area that creates the condition; it is also low incomes and low vehicle ownership.
N2		1	5	5. 2. 9		Delete any references to Johnson Recreation Center as this facility is closed.
O2		1	5	5. 2. 9	5.2-25	Last paragraph states none of alternatives will impact Globeville neighborhood character and cohesion because there are no relocations required. However, there are clearly existing and future impacts from I-70 to the character and cohesion for all of the GES neighborhoods, including Globeville. The text should acknowledge the cumulative impacts on neighborhood cohesion and identify needed mitigations.


Comments					Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works		
	Volume	Chapter	Section	Page	Additional Reference
	1	5	5. 2.10	5.2-38	
	NARROW THE FOOTPRINT OF THE HIGHWAY:				
P2	<p>Considering the study (*) THE FUNDAMENTAL LAW OF ROAD CONGESTION: EVIDENCE FROM US CITIES Gilles Duranton, Matthew A. Turner Working Paper 15376, <a href="http://www.nber.org/papers/w15376">http://www.nber.org/papers/w15376</a> and other examples, such the expansion of Highways 36 and I-25, one can deduce that expansion does not resolve congestion. In this regard and to reduce further impacts to the communities of Elyria and Swansea, the project should reduce the width of the highway in the residential areas within the section between Brighton Blvd. and Colorado Blvd. (*This study concludes that by adding road capacity will not alleviate congestion on any sort of major urban road or rural highway within metropolitan boundaries, because individuals drive more when the stock of roads in their city increases. Having as a consequence that the welfare gains for drivers of building more highways are well below the costs of building these highways).</p> <p>The basic option expands the footprint to within 65’ of Swansea Elementary School and in all scenarios the highway is moved too close to the school, increasing noise impacts and reducing air quality. As described in Chapter 3, the Build Alternatives will more than double the width of the highway, taking it to 197’, as well as add an additional four lanes of frontage road to the width, not included the 197’ tally. The EIS should demonstrate that expanding the edge of I-70 155 feet and the outside of 46th Ave. 195 feet closer to the school will not have a negative health impact. The partial covered lowered Alternative Modified Option pushes the north edge of the highway 150 feet into the neighborhood. Hundreds of studies have demonstrated the adverse health impacts to those living within 500’ of a major roadway, particularly those caused by diesel traffic to adults and children. A simple cover is not adequate mitigation.</p> <p>The slip ramps will back up with traffic exiting at Vasquez trying to get off at Colorado Blvd. east bound. Likewise, for traffic trying to get off at Vasquez traveling west bound, they have to exit at Colorado Blvd. onto a slip ramp. The PCL Basic Option creates a split diamond for the Vasquez and Colorado exits that creates yet further widening of the footprint of this corridor through these neighborhoods because of the need for the slip ramps on the north and south side connecting Vasquez to Colorado Blvd. This option puts more traffic within the footprint and will further impact with more air pollution and health problems for these residents.</p> <p>To protect the health of the neighborhood and Swansea Elementary School the footprint must be reduced as much as feasible with a goal of 175 ft. This could be done in a number of ways – narrowing lanes, reducing the number of lanes, providing east-west connectivity at other locations, removing on/off ramps by closure of Steele/Vasquez and/or remove 46th Ave. on north side of highway. The close proximity to the neighborhood must be mitigated and footprint narrowed to protect health of neighborhood and reduce air quality and noise impacts.</p>				
<div><div>FOR CITY SERVICES VISIT   CALL</div><div>DenverGov.org   311</div></div> <div>Protecting the Present Building the Future</div> <div>Accountability, Innovation, Empowerment, Performance, Integrity,</div> <div>Diversity, Teamwork, Respect, Excellence, Safety</div>					<p><b>P2</b> The concerns presented in this comment have been adequately addressed in the Final EIS. For information on widening the highway, human health, changes to Steele Street/Vasquez interchange, please see GEN3, AQ4, and PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The highway design has included multiple measures to minimize impacts to the adjacent neighborhoods. Efforts moving forward will continue to look for opportunities to lessen impacts from the construction and will consider potential design variances as appropriate.</p>

[illegible]



Comments					Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works		
	Volume	Chapter	Section	Page	Additional Reference
	1	5	5. 2.16, 5.3, 5.3.10	5.3-11 to 12	
	ENVIRONMENTAL JUSTICE – JOBS AND EDUCATION:				
	Creation of construction jobs is listed as a significant benefit for all alternatives and all economy sectors including low-income and minority populations. However, no pathway is provided to enhance participation from these populations. Because the educational level (Estimated % low income households, Exhibit 5.2-13) in these neighborhoods is often not at the level needed for the jobs coming as part of the project, educational enrichment initiatives are needed.				
	EIS should include provisions to assist in employment opportunities for local low-income and minority populations including detail of how the investment in the education of area residents is a priority of the project. A comprehensive and sustainable community enrichment initiative should include a robust educational component that educates area residents including: comprehensive education programs, GED, education/scholarship fund, technical school, internship/apprenticeship and jobs training programs, and training subsidies. This should include a Job Center in the neighborhood. Job training programs for the neighborhood should include but are not limited to: Place-Based Training, Soft Skills Development, and Youth Jobs Program.				
U2	CDOT will host job fairs in the project area to provide opportunities for residents of the impacted communities, including low-income, youth and minority community members, to apply for jobs created by this project. Provide residents coaching, training and preparation to adequately compete for jobs presented at the job fairs in 2015 and early 2016 before the job fairs so that the members of the neighborhood are more competitive candidates and thus able to take advantage of the available jobs. Hold a targeted job fair for youth to attain employment and internship opportunities. Among the youth that should be targeted are those youth who have dropped out, have low academic performance, and live in low- income homes. CDOT should commit to youth construction job training and set aside a certain number or a percentage of total jobs for local neighborhood residents. The youth job training program could utilize local youth as interns and teach them a particular trade (i.e. construction management). CDOT should institute a preferential scoring system to ensure residents in the impacted construction areas are prioritized for job opportunities. Work with the Denver Office of Economic Development to help coordinate job fairs, training and outreach to residents and youth.				
	Include job training and employment goals in all contracts for companies receiving contracts on the project. EIS should include provisions to assist in employment opportunities for local low-income and minority populations. Examples include an employment outreach plan and program using jobs fairs as done by CDOT for current US 6 reconstruction; working with local job skills building and placement entities; as well as programs similar to the RTD WIN program. Hiring should be 20-25% from the local community, 80216, and 80205. Subcontractors should have detailed local hiring plan, including training and education as stated above.				
<div><div>FOR CITY SERVICES VISIT   CALL</div><div>DenverGov.org   311</div></div> <div>Protecting the Present Building the Future</div> <div>Accountability, Innovation, Empowerment, Performance, Integrity,</div> <div>Diversity, Teamwork, Respect, Excellence, Safety</div>					<div>U2</div> <div>Projects that use US DOT funds are subject to the requirements of CDOT’s OJT Program. The OJT Program requires that contractors provide training hours to meet or exceed a goal set for the project. The contractor must operate under a training program approved by FHWA. Though the program is open to all, trainees are to be recruited among women and minorities as available according to census data.</div> <div>In addition to the requirements of the CDOT OJT program, CDOT is developing a strategic approach that extends beyond job fairs to preparing and creating opportunities for individuals in the local communities to obtain employment on the project. CDOT is currently collaborating with local workforce centers to determine how CDOT might be able to leverage existing resources to maximize workforce development in anticipation of the project. Once selected, the contractor will be expected to comply with and develop innovative approaches to the development of the local workforce.</div> <div>CDOT also has submitted an application for a US DOT pilot program that would allow the Department to establish a geographic-based hiring goal for the Project. Without acceptance into this pilot program, CDOT is otherwise prohibited from setting a local hiring goal.</div>

Comments					Responses to Comments
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	Volume	Chapter	Section	Page	Additional Reference
V2	1	5	5. 2.17		
	In section 5.2.8, CDOT identified the Elyria/Swansea neighborhood as a food desert. CDOT should also acknowledge that there are no full service grocery stores. In section 5.2.10, CDOT notes that the Revised Viaduct Alternatives (both north and south) as well as the Partial Cover Lowered Alternative will displace two of the seven markets and convenience stores in this neighborhood, further reducing access to food. With regard to mitigation, CDOT indicates only that it is "researching contributions to GrowHaus programs for access to free food." In the FEIS, CDOT should detail how it will mitigate this loss to the community with a plan that will, at a minimum, maintain the existing level of access to food options within the community. In addition to contributing to GrowHaus or other neighborhood-serving healthy food programs to expand access to fresh food, CDOT should consider donating a remnant parcel for development of a grocery, providing economic incentives to attract a grocery store, and/or developing community garden space.				
W2	1	5	5. 2.17	5.2-52	
	RELOCATION AND REPLACEMENT HOUSING:  The number of families is not represented in the units lost. Retention of families in replacement housing. Impact of "unknown" highway next steps on the first layer of housing around highway.  In 5.2-21 chart in existing bullet "CDOT is planning a replacement housing effort with partners such as CRHDC, Denver Housing Authority and Denver Office of Economic Development to assist in housing improvement loans and grant programs in the impacted area" and add a section: maximize housing replacement (e.g. 3:1) for the number of units to be lost under the I-70 reconstruction is recommended to make the neighborhood viable. The neighborhood's viability was diminished during the initial I-70 construction and will be further diminished with the planned loss of additional housing units under any proposed option.  The EIS should follow recommendations from the GES Housing Advisory Group comment and the "GES Housing Replacement and Viability Study" that will give the details needed about the housing stock and conditions; and provide proper evidence to the types, character and amount of housing that should be replaced including Best Practices and leveraging opportunities. Develop single family replacement housing where feasible. However, due to the lack of sufficient redevelopment opportunities for single-family homes, the replacement housing may need to be more dense two, three bedroom, or larger multi-family, or multi-generational development which will provide enough scale to protect the neighborhood's viability and also offer more affordable replacement housing options. Any CDOT-planned housing-related expenditure for development of new housing opportunities or rehabilitation of remaining properties should be channeled through the Denver Office of Economic Development, who will work with the Globeville/Elyria/Swansea Housing Advisory Group and non-profit housing providers to provide an open, fair and more coordinated process to complete housing redevelopment and rehabilitation in the affected neighborhoods. This will also allow additional funding to be attracted for housing development opportunities.				
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					V2 The document follows the USDA's definition of a food desert: Food deserts are defined as urban neighborhoods and rural towns without ready access to fresh, healthy, and affordable food. Instead of supermarkets and grocery stores, these communities may have no food access or are served only by fast food restaurants and convenience stores that offer few healthy, affordable food options. The lack of access contributes to a poor diet and can lead to higher levels of obesity and other diet-related diseases, such as diabetes and heart disease.  CDOT will provide funding to existing programs that facilitate access to fresh food to mitigate for the loss of food options to the Elyria and Swansea community.  At the end of the project, after all construction has been completed, CDOT will make a determination as to what excess right-of-way it may have along the I-70 East corridor that it does not need for transportation purposes. With the approval of FHWA and the CDOT Transportation Commission, such parcels can be declared excess Right-of-Way. CDOT has procedural requirements as to how to dispose of excess right-of-way. In addition, depending upon whether or not a parcel of excess Right-of-Way is usable as a standalone parcel will dictate which parties may have a right of first refusal. If multiple parties submit competitive bids for excess parcels, CDOT will typically select the highest bidder as the purchaser.  W2 The number of families cannot be identified at this stage of the project.  CDOT has looked into providing funds for building additional affordable housing in the area. For information on the replenishment of housing stock in the impacted neighborhood, please see PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. CDOT will provide a set dollar amount towards replacement housing rather than commit to a certain ratio.

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		<b>Volume</b>	<b>Chapter</b>	<b>Section</b>	<b>Page</b>	<b>Additional Reference</b>
<b>X2</b>		1	5	5. 2.17	50 and 2.2-21 chart	
		Add bullet "Work with Denver OED to identify specific strategies to minimize impacts and business loss during construction. Improve viability of businesses during and post-construction by working to understand the likely resulting disruptions. Identify and interview all affected businesses when developing phasing and outreach plans, provide information about available assistance, and develop a communication protocol for providing information to businesses about construction activities and schedule."				
		1	5	5. 2.17	50 and 2.2-21 chart	
		Add bullet "Provide excess CDOT-owned and remnant parcels for redevelopment, to assist in business relocation and retention (of direct and indirect impacted businesses). Design improvements to provide street access to remnant parcels and other potential development sites. Redevelopment sites should support community investment efforts by CCOD, nonprofits, and community organizers and focus on high-priority neighborhood needs, food co-op, recreation or community center, recreational and green spaces, community gardens, new businesses that provide employment, and residential housing. "				
		1	5	5. 2.17	50 and 2.2-21 chart	
<b>Y2</b>		Add new bullet reading "Loss of businesses that provide access to groceries or healthy food need to be replaced in the neighborhood. CDOT will work with CCOD to identify land of sufficient size to develop a grocery store within the neighborhood. CDOT will also work with Denver OED to develop a marketing plan and/or other incentives to attract a grocer to the neighborhood."				
<b>Z2</b>		1	5	5. 2.17	50, paragraph 8 & 5.2-21 chart	
<b>A3</b>		Current sentence reads "Holding urban design workshops to encourage local residents and businesses to take part in designing and/or providing input, advice, and/or artwork on nonstructural design elements of the highway (such as façades and noise walls)". Add sentence "The community would help develop guidelines for public art that is meaningful to the community and/or uses neighborhood artists."				
<b>B3</b>		1	5	5. 2.17	Exhibit 5.2-21	
		Add suggested mitigation that CDOT will work to procure goods and services from local businesses during construction phases.				
					<b>X2</b> Text was added to Section 5.2, Social and Economic Conditions in the Final EIS reflecting that the construction requirements will require maintaining all public and private accesses and notify affected businesses and landowners in advance.	
					<b>Y2</b> At the end of the project, after all construction has been completed, CDOT will make a determination as to what excess Right-of-Way it may have along the I-70 East corridor that it does not need for transportation purposes. With the approval of FHWA and the CDOT Transportation Commission, such parcels can be declared excess Right-of-Way. CDOT has procedural requirements as to how to dispose of excess right-of-way. In addition, depending upon whether or not a parcel of excess Right-of-Way is usable as a standalone parcel will dictate which parties may have a right of first refusal. If multiple parties submit competitive bids for excess parcels, CDOT will typically select the highest bidder as the purchaser.	
					This bullet was not added to the Final EIS	
					<b>Z2</b> CDOT does not envision itself as being the lead agency or funding source to accomplish the development of a grocery store in the area.	
					CDOT will provide funding to existing programs that facilitate access to fresh food to mitigate for the loss of food options to the Elyria and Swansea community.	
					This bullet was not added to the Final EIS	
					<b>A3</b> Aesthetic and Design Guidelines have been developed and included as Attachment O in the Final EIS. This Section has been clarified.	
					<b>B3</b> CDOT cannot make this a requirement of the contractor.	
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	Volume	Chapter	Section	Page	Additional Reference
C3	1	5	5.3		
	NEPA, Environmental Justice and Recommendations for Public Engagement				
	CDOT’s “open house” meeting format has not been effective in informing the public about the I-70 east project, including its impacts, nor has it succeeded in making sure that residents’ opinions are considered. A review of NEPA and Environmental Justice obligations and recommendations to change practices for engagement with the community follow:				
	NEPA Process and Environmental Justice				
	The NEPA process includes consideration of actions that could disrupt or destroy the social fabric of a community or sense of place. Adverse impacts include but are not limited to:				
	•Bodily impairment, infirmity, illness or death.				
	•A change in air, noise and water pollution and soil contamination.				
	•Destruction or disruption of man-made or natural resources.				
	•Destruction or diminution of aesthetic values.				
	•Destruction or disruption of community cohesion or a community’s economic vitality.				
	•Destruction or disruption of availability of public and private facilities.				
	Governmental agencies should consider alternatives as to adverse impacts on minority, low-income or Tribal populations; public comments and reactions about alternatives from these affected populations; and if a disproportionately high or adverse impact is predominantly borne by these populations. Governmental agencies should consider and weigh at least the following criteria:				
	•Varying levels of disproportionate and adverse effects on minority, low-income or Tribal populations.				
	•Distribution of disproportionate impact. Impacts that are distributed throughout a larger geographical area tend to affect specific populations less.				
	•Cumulative effects already being experienced by the community when evaluating the impacts. Consider alternatives that mitigate impacts to the greatest extent practicable for the community.				
	The NEPA process for EJ Communities also includes:				
	•Meaningful opportunities for public participation throughout the project development process, including activities to increase low-income and minority participation such as consultation with affected communities to identify potential effects and possible mitigation measures, and improved accessibility to public meetings, project documents and project decision-makers				
	•The degree to which the affected groups of minority and/or low income populations have been involved in the decision-making process related to the alternative selection, impact analysis, and mitigation				
	•The types of outreach and involvement processes undertaken are responsive to the unique characteristics of the community, including the comments and opinions of the minority and/or low-income populations				
	Specific Recommendations on Public Engagement:				
	To provide accountability to the community, CDOT should make available notes or transcripts of all public meetings in English and Spanish on a timely basis.				
	CDOT and Denver should inform the residents of the options under discussion for the Steele/Vasquez & I-70 interchange. CDOT should additionally seek input from the community regarding the PCL options (including Steele/Vasquez options, 47th & York railroad grade separation, drainage projects, and other improvements				
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**C3** The concerns presented in this comment have been adequately addressed in the Final EIS. For information on CDOT’s public involvement, access to meeting materials, and involvement of Spanish-speaking community, please see OUT1 through OUT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on impacts to Environmental Justice communities, please see Section 5.3, Environmental Justice, of the Final EIS.

Comments					Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works		

Comments					Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works		
Volume	Chapter	Section	Page	Additional Reference	
1	5	5.3	27		
CONNECTIVITY – BIKE AND PEDESTRIAN OVER RAIL:					
(reference GES LiveWell on walk ability)					
F3	One of the biggest issues in the neighborhood is that the majority of residents do not own a car. The design of the project is directed to increase connectivity of cars. While the project does respond to pedestrians by implementing sidewalks in all their crossings, there are not easy and convenient crossings besides the bridge at Josephine on the PCL alternative, to pedestrians.				
	(Refer to Health Impact Assessment (HIA) for Globeville, Elyria and Swansea - Chapter on Access to Good and Services: To be healthy neighborhoods need more than just healthy food. To address these issues one way is to improve physical access by building complete streets, which enable safe access to pedestrians and bicyclist, motorist, trucks and public transportations users of all ages. Physical barriers have long created poor access to healthy, affordable food in GES. North south connectivity in crucial to residences due to service such as the RTD commuter rail stations which are located south of the highway. These neighborhoods are unique in that they are bisected by major highways and multiple railroad tracks.)				
	Maximize N-S connections between Brighton—Steele including ped/bike crossings. Due to more limited number of bicycle and pedestrian crossings provided in the PCL alternative and as recommended as part of the pending Elyria and Swansea Neighborhood Plan significant attention and design should be included for the bicycle and pedestrian facilities on all bridge crossings (8' to 10' sidewalk). All intersections should be designed to minimize pedestrian crossings distances. In areas where there are a limited number of vehicle crossings there may be a need for additional bike/ped facilities. On Page 3-36, 3.8.4, north-south connections for ped/bike are preferred at both Fillmore and Milwaukee. Page 66 - Bike lanes should be added to the Clayton St. Bridge crossing I-70 to provide connection between the neighborhoods, access to Dunham Park and to provide connections to potential future city improvements for the bike route on Clayton St.				
	For the PCL Alternative, the neighborhoods are still losing some of their north/south access they currently have to the grid system under I-70 today. This statement is true for the area East of Colorado Blvd, but not West of Colorado Blvd.				
					F3 The Preferred Alternative includes sidewalk improvements at all proposed crossings of I-70 to increase bicycle and pedestrian connectivity and safety. Existing on-street bike routes will be accommodated through the design. Coordination with Denver has been ongoing since the release of the Supplemental Draft EIS to refine improvements in Elyria and Swansea.
					The concerns regarding the north-south connectivity has been adequately addressed in the Final EIS. For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
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**F3** The Preferred Alternative includes sidewalk improvements at all proposed crossings of I-70 to increase bicycle and pedestrian connectivity and safety. Existing on-street bike routes will be accommodated through the design. Coordination with Denver has been ongoing since the release of the Supplemental Draft EIS to refine improvements in Elyria and Swansea.

The concerns regarding the north-south connectivity has been adequately addressed in the Final EIS. For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.



Comments					Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works		
G3	1	5	5.3	27	<div><div><div>G3</div><div>A section focusing on health has been added to the Final EIS. For information on impacts of the highway air pollution on human health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div><div><div>Green roofs will not be provided as part of this project, but are not precluded from being implemented by others.</div></div><div><div><div>H3</div><div>CDOT worked with various stakeholders including Denver and the community to develop Aesthetic Design Guidelines and plan for the cover of the highway that discusses elements such as a desired tree canopy, wall designs, and other landscaping considerations. The Aesthetic Design Guidelines and cover planning process is included as an attachment to the Final EIS. Trees that are included as part of the streetscape and the cover landscape provide incidental air quality benefits.</div></div><div><div>The concerns regarding traffic noise have been adequately addressed in the Final EIS. For information on how traffic noise will be minimized after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div></div></div>
	<div><div>AIR QUALITY:</div><div>As stated in the Health Impact Assessment (HIA) for Globeville, Elyria and Swansea health outcomes:  *"incidents among children and adolescents vary widely across Denver. In 2011 and 2012, asthma-related emergency care rates in GES were higher than in Denver overall. Geographically, the highest rates occur in the northern and western parts of the city near the I-25 and I-70 corridor. One concern is that children and adolescents who live near highways may have more problems with asthma because of vehicle exhaust."  *Pollutants emitted in one location impact air quality near the source as well as tens of thousands of miles downwind. Mobile sources are a major contributor to ozone. Many recent studies link nearness to high-traffic roads with adverse health effects in children and adults.  *The highway access brought more industrial activity into GES neighborhoods. The highway and industry impacts combined resulted in increased public health risk due to decreased in air quality.  Green roofs should be placed and maintained on appropriate buildings.</div></div>				
H3	1	5	5.3	27	
	<div><div>NOISE WALLS &amp; TREES:</div><div>Walls and Buffer Area along highway  *HIA AIR PG-6 Trees and a healthy tree canopy provide long-term environmental, economic, and health benefits critical to vibrant and livable cities. This includes benefits to improved air quality, reduce urban heat island effect, and energy savings.  Work with City of Denver Urban Forestry and other organizations that work with built environment such as Groundwork Denver, GES Livewell to implement and maintain vegetation and the increase of the tree canopy number in the neighborhoods of GES, especially in those areas that can function as a buffer to the highway from the residential neighborhood, such as the noise walls and other barriers. Consult with Denver Arts and Venues to create and maintain landscape and wall designs to enhance and beautify the area adjacent to the noise walls and other barriers to avoid vandalism such as graffiti and create a sense of ownership by community members towards their neighborhood and public property.</div></div>				

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Comments

Source: Submittal

Document Number: 785

Name: Denver Mayor Michael B. Hancock and Department of Public Works

I3

Volume	Chapter	Section	Page	Additional Reference
1	5	5. 3	5.3.1-5.3.24	

ENVIRONMENTAL JUSTICE--HEALTH ACCESS:

There is a lack of Health-Wellness facilities in Globeville and Elyria-Swansea and no services for Medicaid/Medicare recipients. Facilities used in this regard are South of I-70 and residents will be challenged to get to these facilities, particularly during construction.

Pg. 50 & 5.2-21 chart: Add new bullet reading "In partnership with the City and County of Denver, identify public services and social support structures needed during the construction period to help residents cope with changes and that will enhance community stability and strength, such as mental health services, health care access, employment development, etc.; for example, a health and wellness center in Elyria and Swansea. There is a lack of Health-Wellness facilities in Globeville and Elyria-Swansea and no services for Medicaid/Medicare recipients. Facilities used in this regard are South of I-70 and residents will be challenged to get to these facilities, particularly during construction. Assist neighborhood serving non-profits and Denver Health providing these services and those that help residents navigate community resources, especially those organizations serving non-English speaking populations."

J3

1	5	5. 3	Exhibit 5.3-8, p. 5.3-3; 3-376	
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ENVIRONMENTAL JUSTICE – MAINTANCE OF COVER AS MITIGATION FEATURE:

The SDEIS EJ section indicates the highway cover is an important mitigation feature as to minimizing presence of the highway and noise. It also mitigates other impacts including local air quality, public open space, recreation, school playground and aesthetics. Assistance in maintenance of the cover, as such an important EJ and other mitigation feature, is not clear.

The cost of the maintenance for the cover is not included in the maintenance of cost summary. Although maintenance of the cover is anticipated by parties other than CDOT, the cost of maintenance should be borne by the project or CDOT directly. The project is creating the costs which should not be born solely by the neighborhoods or the City of Denver but by all who use the roadway. The mitigation provided for in the lid will not enhance and improve neighborhood cohesion unless CDOT is committed to maintaining the urban landscape cover.

The EIS should specify that CDOT is responsible for long-term maintenance of the I-70 cover; if responsibilities will cover structural aspects of the feature; and what assistance and/or partnership opportunities will be pursued for maintenance of the top side of the cover. The maintenance cost of the cover should be subdivided to describe the cost of maintaining the structure of the cover and the 'top' of the cover since the structural elements are a part of the core CDOT project.

Local residents must have a meaningful role in the design and on-going operation of the cover.

Responses to Comments

I3

Per federal regulations, mitigations are required for impacts that are caused by the construction of the project. Lack of health and wellness facilities in the area is a pre-existing condition and is not a result of the project’s construction. Therefore, it is not feasible for CDOT to provide new health and wellness facilities. CDOT commits to provide adequate detour during construction to allow residents to get to the closest health/wellness facilities.

J3

CDOT will identify a maintaining party before the construction of the project. For information on the maintenance of the Preferred Alternative highway cover, please see PA3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

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Comments					Responses to Comments									
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works											
		<table><tr><th>Volume</th><th>Chapter</th><th>Section</th><th>Page</th><th>Additional Reference</th></tr><tr><td>1</td><td>5</td><td>5. 3. 4</td><td>5.3-5, Exhibit 5.3-4</td><td></td></tr></table>	Volume	Chapter	Section	Page	Additional Reference	1	5	5. 3. 4	5.3-5, Exhibit 5.3-4			
Volume	Chapter	Section	Page	Additional Reference										
1	5	5. 3. 4	5.3-5, Exhibit 5.3-4											
K3		Text should clarify how the neighborhoods were determined to be low-income by specifying the comparison values. E.g., if Denver neighborhoods were compared to the Denver County percentage of low-income households, and Aurora was compared to the Adams County value, the text should specifically state this for clarity.			<p><b>K3</b> This has been explained in Section 5.2, Social and Economic Conditions in the Final EIS.</p>									
L3		<table><tr><td>1</td><td>5</td><td>5. 3. 7</td><td>5.3-9</td><td></td></tr></table>	1	5	5. 3. 7	5.3-9			<p><b>L3</b> Attachment O, Aesthetic and Design Guidelines have been prepared for this project and included as part of the Final EIS. Noise walls, streetscape, murals and highway elements such as interchanges and bridges are discussed as part of these guidelines. Denver and the community have been involved in this process and have been major contributors to these guidelines as a stakeholder.</p> <p>Recommended noise walls will be implemented unless the benefitted receptor survey shows the majority of benefitted receptors do not want the noise walls per Section 5.12, Noise of the Final EIS.</p>					
1	5	5. 3. 7	5.3-9											
M3		<table><tr><td>1</td><td>5</td><td>5. 3. 9, 5.3.11</td><td>5.3.10-13</td><td></td></tr></table>	1	5	5. 3. 9, 5.3.11	5.3.10-13			<p><b>M3</b> CDOT is following the Uniform Act and Federal and state protocols for business relocations.</p> <p>The project team has developed additional mitigation measures beyond those required or normally provided in Colorado to lessen the adverse impacts in the project study area. Any mitigation measures included in the Record of Decision for the project must and will be completed. CDOT is proposing to provide funding to CRHDC to assist residential and business displacees with financial counseling and procurement of financing for replacement property and securing business and residential loans. CDOT has already provided funding to CRHDC as early mitigation.</p>					
1	5	5. 3. 9, 5.3.11	5.3.10-13											
N3		<table><tr><td>1</td><td>5</td><td>5. 3.11</td><td></td><td></td></tr></table>	1	5	5. 3.11				<p><b>N3</b> The project is not anticipated to exceed the air quality standards; however, monitoring will be completed throughout and after construction. For information on air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>CDOT has adequately addressed concerns regarding AQ and dust in the Final EIS. For information on air quality with the Preferred Alternative and fugitive dust during construction, please see AQ6 and IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>					
1	5	5. 3.11												
O3		<table><tr><td>1</td><td>5</td><td>5. 3.11</td><td></td><td></td></tr></table>	1	5	5. 3.11				<p>Emission minimization measures to be implemented during construction are detailed in Section 5.10, Air Quality of the Final EIS.</p>					
1	5	5. 3.11												
P3		<table><tr><td>1</td><td>5</td><td>5. 3.11</td><td>5.3-12</td><td></td></tr></table>	1	5	5. 3.11	5.3-12			<p><b>O3</b> Section 5.3.11 describes the efforts that CDOT will undertake to facilitate procurement of financing for impacted parties. CDOT will provide additional resources for low-income homeowners, tenants, and business owners, where warranted, to help them make sure their relocations are successful. Some of these efforts include loan assistance for those who have difficulty in qualifying in traditional markets. However, such loan assistance does not contemplate providing loan guarantees. CDOT will introduce interested parties to third parties who can assist with housing improvement loans and grants.</p> <p><b>P3</b> Section 5.3.11 describes the efforts that CDOT will undertake to facilitate procurement of financing for impacted parties. CDOT will provide additional resources for low-income homeowners, tenants, and business owners, where warranted, to help them make sure their relocations are successful. Some of these efforts include loan assistance for those who have difficulty in qualifying in traditional markets. However, such loan assistance does not contemplate providing loan guarantees. CDOT will introduce interested parties to third parties who can assist with housing improvement loans and grants.</p>					
1	5	5. 3.11	5.3-12											
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Q3					

Comments					Responses to Comments
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	Volume	Chapter	Section	Page	Additional Reference
R3	1	5	5. 3.11, 5.2.16	5.3-12	
	<p>Standard construction measures to control fugitive dust, stormwater erosion and sediment controls to minimize spread of contaminated soil may be inadequate. The top priority is the health and welfare of residents. CDOT needs to commit to going beyond regulatory minimums to protect the residents.</p> <p>Please outline the standards CDOT will use, monitoring practices before, during and after construction.</p> <p>SDEIS states “CDOT will provide and facilitate the opportunity for homeowners to rehabilitate homes (such as improvements to doors, windows, and ventilation systems) that are close to the highway construction between 45th Ave. and 47th Ave. in the Elyria and Swansea Neighborhood”.</p> <p>CDOT should provide improvements to doors, windows and ventilation system as well as assistance for operations and maintenance costs. As noted this is a low-income, minority community. This is also applicable to section 5.3.19.</p> <p>In numerous places throughout 5.3, (pages 13, 19, 21, 26, and 27) it is stated that, "CDOT will provide and facilitate the opportunity for homeowners to rehabilitate homes.” However, homeowners may not be able to use the CDOT HVAC mitigation measures due to increased operations costs. In order to offset these ongoing maintenance costs, CDOT should consider additional energy and water efficiency measures for the home "rehabilitation" that may not be directly related to abating the construction impacts, but related to saving the property energy and water costs to offset the increased energy costs for air conditioning, ventilation, and filtration. CDOT should also utilize only the highest efficiency equipment so as to not put undue burden on the property owner. The Denver Energy Challenge staff could be a resource for evaluation these needs.</p> <p>Loans are not adequate. EIS should specify if direct grants and or financial assistance will be provided to those households that cannot afford such improvements and will be most affected by construction impacts. Residents must not be required to pay for the mitigation.</p> <p>New heating, ventilation, air conditioning system, doors and windows to mitigate impact of the highway must be maintained by CDOT for the life of the project. The negative noise and air impacts do not cease when construction ends. Numerous near roadway studies and a 2013 large-scale review of air quality measures in vicinity of major roadways between 1978 and 2008 concluded that the pollutants with the steepest concentration of gradients in vicinities ear roadways were CO, ultrafine particles, metals elemental carbon (EC), NO, NOx and several VOCs. The system installed must be sufficient to capture these pollutants. (Federal Register, Vol.78 No. 98, page 29837 quoting Karner, A.A; Eisnger, D.S.; Niemeier, DA (2010) Near-roadway air quality: synthesizing the findings from real world data, Environ. Sci. Tecl. 44:5334-5335.</p>				
S3	1	5	5. 3.12		
	<p>The modeled speed of 55 mph for this portion of I-70 is approximately 10 mph low. The lower speed estimate causes noise levels to be under-estimated and in turn under-reports the number of dwelling units that meet or exceed NAC impacts. This has a direct negative impact on noise mitigation being recommended for an effected area. Modeling should be completed that reflects actual driving conditions.</p>				
<div><div>FOR CITY SERVICES VISIT   CALL</div><div>DenverGov.org   311</div></div> <div>Protecting the Present Building the Future</div> <div>Accountability, Innovation, Empowerment, Performance, Integrity,</div> <div>Diversity, Teamwork, Respect, Excellence, Safety</div>					<div><div>R3</div><div>The concerns presented in this comment have been adequately addressed in the Final EIS. For information on air quality monitoring, mitigating fugitive dust, and project mitigation measures for the project, please see AQ7, IMP7, and IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>S3</div><div>Existing posted speed limit speeds were used in noise models for all alternatives as per CDOT’s Noise Analysis and Abatement Guidelines.</div></div>

Comments

Source: Submittal

Document Number: 785

Name: Denver Mayor Michael B. Hancock and Department of Public Works

	Volume	Chapter	Section	Page	Additional Reference
T3	1	5	5. 3.13		Residents living next to I-70 already experience noise from the highway at extremely high levels approaching 70 dBA, which levels the SDEIS projects will increase. Noise levels in a healthy environment are below 55 dBA outside, and 45 dBA inside. Noise mitigation provided must be state of the art in order to reduce noise levels to the maximum extent possible. The EIS should contain a more robust evaluation regarding what is possible through use of state of the art noise reduction. Please consider recommendations from the Health Impact Assessment (HIA) for Globeville, Elyria and Swansea, such as #5A "Noise in residential areas and schools near major roadways and highways should be mitigated to no more than 55 decibels, where feasible" and #6A "Sound walls or other noise mitigation measures are recommended along major roadways and highways where sound levels at schools and homes are expected to increase by 5 decibels or more, or exterior noise levels are expected to be 55 decibels or greater, or interior noise levels are expected to be 45 decibels or greater. Community preferences regarding aesthetic qualities of sound mitigation should be considered. "
U3	1	5	5. 3.13	Exhibit 5.3-7	The SDEIS indicates that number 15 is Colorado Ranch Market. Please update to reflect this grocery store is no longer there and a Save A Lot has taken up a much smaller portion of its previous space.
V3	1	5	5. 3.15		The SDEIS should include the following mitigation consideration: Due to the age and quality of the housing stock in some areas, homeowners may need additional mitigation for air infiltration and noise beyond just improvements to doors, windows and ventilation systems to mitigate the impacts of highway construction.
W3	1	5	5. 3.17		CONNECTIVITY – LOCAL ROADS NETWORK:  Health Impact Assessment (HIA) for Globeville, Elyria and Swansea - Existing conditions Pg-1 *"GES were always isolated from the rest of Denver by the train and later by construction of two interstate highways through these neighborhoods further reducing north south connectivity and increasing isolation and significantly impacted the communities in many other ways."  The EIS should state that increased North-South connections across I-70 west of Colorado Blvd. (see page 5.3-9) and East-West connections including 47/York will help reduce isolation of neighborhood.
X3	1	5	5. 3.17		The document states, "The El Tepestate Market and El Rinconcito Mini Market do not have to be relocated with any options of the Partial Cover Lowered Alternative." However, the proximity of these markets to the highway makes it highly likely that access to the stores and noise, dust, and other construction activities will disrupt the operation of these stores. Mitigation measures should pay special attention to providing access to these markets and communicate with the neighborhood residents in English and Spanish how to access the markets.

Responses to Comments

T3

The concerns regarding traffic noise have been adequately addressed in the Final EIS. For information on how traffic noise will be minimized after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

U3

The text has been updated in the Final EIS to address the comment.

V3

Noise and dust during construction have been considered and addressed in the Final EIS. For information on mitigating fugitive dust and noise during construction, please see IMP7 and 8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

W3

The text has been updated in the Final EIS to address the comment.

X3

Text has been added into the Final EIS reflecting that the construction requirements will require maintaining all public and private accesses and notifying affected businesses and landowners in advance.

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Comments					Responses to Comments
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E4					

Comments					Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works		
	Volume	Chapter	Section	Page	Additional Reference
F4	1	5	5. 3.27		
	NOISE IMPACTS:				
	HIA NOISE PG 15-16 Existing noise levels from traffic in areas near I-70, extending from Brighton Blvd. east to Colorado Blvd, exceed the 55 decibels noise level EPA believes is an annoyance that can interfere with daily activities.				
	*Long-term exposure to moderate levels of noise can adversely affect sleep, school and work performance, and increase risk of cardiovascular disease.				
	*Denver Environmental Health (DEH) requested a noise study at the Swansea Recreation Center and Park in 2011, as part of the evaluation for improvements at the site. Results of this study indicated that the main sources of noise are train horns, train engines, various industrial metal working operations and I-70 located approximately 1,800 feet to the south. The average noise levels were approximately 55 decibels.				
G4	During the design and construction phases, CDOT should work in collaboration with the CCOD to design and implement mitigations to noise in a fashion that do not further hinder the character, cohesion, visual integrity and aesthetic quality of the neighborhood.				
	1	5	5. 3.27		
	Increased protection of areas is needed where respiration is higher (exercise/play areas). Protections should be specified around playground or cap where people are exercising.				
	1	5	5. 3.27		
	Swansea Elementary School and Construction of new classrooms: The new classroom design at Swansea Elementary School should provide state of the art science classrooms to encourage learning opportunities in coordination with Colorado State University coming to the National Western Center and creating a satellite campus.				
H4	1	5	5. 4		
	The design of the I-70 A-Line, which is not depicted in the SDEIS, could have a significant impact on access to properties along and near the A-Line and economic development opportunities for those properties, as well as connectivity throughout project area. In designing the A-Line, CDOT should take these impacts into consideration and should maximize access, and therefore economic development opportunities, where feasible.				
	1	5	5. 4	5.4-4-9	
	The EIS concludes that there is adequate replacement housing in the Denver area. The conclusion is erroneous and its needs to be stated that Denver currently has a tight housing market. The second quarter 2014 apartment rental rates for the Denver metro area was \$1,117 per month. Has CDOT determined the availability of housing for households of the size and income level for the displaced residents? We believe there is not an adequate supply of housing for these residents. The FEIS should indicate that a bi-lingual third party expert on relocation practices and eminent domain procedures shall be hired as an advocate to provide advice to residents about their rights and relocation options.				
	1	5	5. 4	5.4-4-9	
I4	The EIS concludes that there is adequate replacement housing in the Denver area. The conclusion is erroneous and its needs to be stated that Denver currently has a tight housing market. The second quarter 2014 apartment rental rates for the Denver metro area was \$1,117 per month. Has CDOT determined the availability of housing for households of the size and income level for the displaced residents? We believe there is not an adequate supply of housing for these residents. The FEIS should indicate that a bi-lingual third party expert on relocation practices and eminent domain procedures shall be hired as an advocate to provide advice to residents about their rights and relocation options.				
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	1	5	5. 4	5.4-4-9	
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	1	5	5. 4	5.4-4-9	
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	1	5	5. 4	5.4-4-9	
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- F4

For information on how traffic noise will be minimized after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Attachment O, Aesthetic and Design Guidelines developed during the EIS process with Denver and the community, will be used during final design to help CDOT identify appropriate aesthetic design elements to ensure compatibility within the community and each viewshed. CDOT is committed to following the guidelines and continued community involvement during final design and construction.

For information on mitigating noise during construction, please see IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
- G4

The exercise and play areas are at the Swansea Elementary School and on top of the highway cover where air quality is projected to be better compared to the No-Action and will not exceed the standards. For information on the air pollution levels near the highway cover, please see AQ5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
- H4

It is the responsibility of DPS and Swansea Elementary School to determine and provide the new classrooms’ needs.
- I4

CDOT has considered the Access Control Line (A-line) and will consider its location as refinement of the Preferred Alternative continues.
- J4

Based on 2012 property information, the individual tax value of impacted residential property located in the Elyria and Swansea Neighborhood ranges from a low of \$36,300 to a high of \$210,400. The median tax value is approximately \$85,000. In December 2012, using the REcolorado.com website, properties for sale within Elyria and Swansea and surrounding neighborhoods ranging in value from \$85,000 to \$250,000 were researched, resulting in 152 available properties. No available rental homes (including duplexes) were found in classified ads on the Denver Post, Zillow, Craig’s List, or Colorado Housing Search websites in Elyria and Swansea or surrounding neighborhoods. According to Zillow’s website, as of July 16, 2015, there are 881 units for rent in all other Denver neighborhoods combined. It is anticipated that additional listings for rental properties from other websites, combined with those listed on Zillow, offer an adequate supply of replacement housing in the Denver area. Apartments, condominiums, and townhomes provide additional sources of available rental properties.

Current market conditions indicate that an adequate supply of DSS replacement housing is available to support the residential displacements that result from any of the project alternatives.

CDOT follows the Uniform Act to relocate the impacted residents and businesses. For information on the Preferred Alternative’s property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

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Comments					Responses to Comments
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04	Volume	Chapter	Section	Page	Additional Reference
	1	5	5. 4.10		
	The impending Elyria and Swansea Neighborhoods Plan will make multiple recommendations about I-70, beyond the recommendations below. The FEIS should acknowledge and respond to the recommendations in the Elyria and Swansea Neighborhoods Plan. The plan will be adopted prior to the release of the FEIS				
	The following recommendations apply to land use, and more specifically how the I-70 project should contribute to the planned land use changes:				
	The south edge of the Swansea Elementary School cover, along 46th Ave. should be designed with enhanced pedestrian amenities. Where Elizabeth St. and Thompson Ct. terminate into 46th Ave, additional amenities should be considered, such as bulbouts, artwork, and iconic treatments to orient and attract the community to cross 46th Ave. and use the proposed cover. The enhancements will help catalyze surrounding private development which will add eyes on the open space amenity. The land use recommendation for properties along the south side of the proposed southern 46th Ave. shown in the PCL is "Neighborhood Center."				
	Neighborhood Centers are defined as small centers that serve the many everyday shopping, service or entertainment needs of one or more neighborhoods. A mix of land uses includes those for convenience shopping, personal services and restaurants. A neighborhood center also may contain offices that serve nearby residents. Occasionally, neighborhood centers contain boutique shopping or popular restaurants that act as a regional draw. Local Denver examples include historical streetcar districts, such as 9th and Corona, Old South Gaylord or Tennyson St. Good pedestrian and bus transportation links should connect neighborhood centers, and pedestrian-oriented streetscapes with ample sidewalk space, tree lawns/amenity zones, streetscape furnishings and other elements make them a highly desirable neighborhood destination.				
	Regarding the second cover: In response to the community's desire to improve connectivity, introduce services, such as a grocery store, to reduce the visual presence and associated impacts of the freeway, and to create a community focus and places where none exist today, the Elyria and Swansea Neighborhoods Plan recommends building a second cover.				
	This cover is different than the cover adjacent to Swansea Elementary School. That cover provides an open space amenity near the school, adjacent existing residential, and future small scale neighborhood center. The second cover provides an opportunity to completely re-imagine its immediate surroundings, opening up multiple acres of land for additional rooftops, and the type of development that the community has stated it is missing.				
	Related to this cover, the Plan recommends the following: Design the second cover to serve as a catalyst for future redevelopment opportunities along Steele St. and Vasquez Blvd.				
	Acquire and develop CDOT land surrounding the current Steele St./Vasquez Blvd. interchange consistent with the recommendations of this plan.				
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04 The Final EIS incorporates recommendations of the draft Elyria & Swansea Neighborhoods Plan.					
CDOT will coordinate with Denver regarding the design of local streets. Attachment O, Aesthetic and Design Guidelines developed during the EIS process with Denver and the community, will be used during final design to help CDOT identify appropriate aesthetic design elements to ensure compatibility within the community and each viewshed. CDOT is committed to following the guidelines and continued community involvement during final design and construction.					
The project will not preclude an additional highway cover in the vicinity of the Steele Street/Vasquez Boulevard interchange; however, construction of the second cover will not be a part of this project.					
A separate study on air space is not anticipated as FHWA has prepared a series of questions and answers to guide those who administer lands and property rights acquired as a result of a Federally-funded highway or transportation project under Title 23 U.S.C. which can be found at: <a href="http://www.fhwa.dot.gov/real_estate/right-of-way/corridor_management/airspace_guidelines.cfm">http://www.fhwa.dot.gov/real_estate/right-of-way/corridor_management/airspace_guidelines.cfm</a> . The cover planning and design takes into account these requirements.					
At the end of the project, after all construction has been completed, CDOT will make a determination as to what excess Right-of-Way it may have along the I-70 East corridor that it does not need for transportation purposes. With the approval of FHWA and the CDOT Transportation Commission, such parcels can be declared excess Right-of-Way. CDOT has procedural requirements as to how to dispose of excess right-of-way. In addition, depending upon whether or not a parcel of excess Right-of-Way is usable as a standalone parcel will dictate which parties may have a right of first refusal. If multiple parties submit competitive bids for excess parcels, CDOT will typically select the highest bidder as the purchaser.					
The Preferred Alternative includes adding a two-way vehicular north/south connection across I-70 at Cook Street. For more information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
For information on consideration of multi-modal forms of transportation, and walkability and bicycle route improvements, please see TRANS1 and TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					

Comments					Responses to Comments	
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
	Volume	Chapter	Section	Page	Additional Reference	
O4	Design the cover to create a special neighborhood place and presence for Elyria and Swansea, uniting both sides of the neighborhood visually, physically and safely along Steele St./Vasquez Blvd, Cook St. and across the cover. The community should have a seat at the table during the design discussions to ensure the cover and its surrounding area is an amenity and represents the desires of the neighborhood.					
	Conduct a study to analyze development on top of the cover and its compliance with Federal Highway Administration (FHWA) airspace requirements.					
	CDOT should build a new north-south multimodal connection at Cook St. as mitigation for its proposed overall reduction in north-south connectivity. Cook St. can then be integrated into the design of the second cover and increase the desirability to develop surrounding land. Similar to the treatment of 46th Ave. south of the Swansea lid, good pedestrian and bus transportation links should connect this center, and pedestrian-oriented streetscapes with ample sidewalk space, tree lawns with amenity zones should be included in the CDOT project in this area.					
P4	1	5	5. 4.10		Please clarify how build alternatives provide redevelopment opportunities and alternative transportation choices.	
Q4	1	5	5. 4.10	15	It states that the managed lanes option will require 14.7 additional acres of right-of-way. However, on page 19 in Section 3.7, CDOT states, "There are no additional impacts to the surrounding neighborhoods or environments between the two options except at the locations of direct connections." Please clarify where the 14.7 acres are needed and correct any inconsistencies in the document, particularly in Sections 3.7 and 5.4.	
R4	1	5	5. 4.11		CDOT's discussion of mitigation for land use changes ignores the conversion of City streets to CDOT right-of-way. At present, CCOD owns the right-of-way to 46th Ave. under the viaduct, as well as other property that would potentially be impacted by the different alternatives. Acquisitions of CCOD-owned right-of-way should be considered in CDOT's analysis.	
S4	1	5	5. 5	19	Directly before the last sentence in the last paragraph on this page add "While it appears likely potential relocations sites/space may be available elsewhere within the neighborhood area or metro area, these alternative locations may be much higher in cost or cause disruptions to the business through employee accessibility/travel preferences, supply-chain or customer relationships, or other factors. Thus further analysis must be undertaken to understand the implications for business relocation."	

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Diversity, Teamwork, Respect, Excellence, Safety

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Comments						Responses to Comments	
Source: Submittal		Document Number: 785		Name: Denver Mayor Michael B. Hancock and Department of Public Works			
		Volume	Chapter	Section	Page	Additional Reference	
T4		1	5	5. 5	19		
		Please cut "Considering these factors, it is...relocating warehouse occupants." Change to "While it appears likely potential relocations sites/space may be available elsewhere within the neighborhood area or metro area, these alternative locations may be much higher in cost or cause disruptions to the business through employee accessibility/travel preferences, supply-chain or customer relationships, or other factors. Thus further analysis must be undertaken to understand the implications for business relocation."					
U4		1	5	5. 5	4, Exhibit 5.5-2		
V4		Please include one or two more columns focused on the sq-ft of the units being impacted (e.g., # of units more than 1,200sq-ft) and if the units are all single family (if so ignore).					
		1	5	5. 5.1-5.5.4			
		RELOCATIONS and DISPLACEMENTS:  SDEIS does not deal with relocation options for residents within the 500 feet (45-47th St) of the project who will be impacted 5by air quality, diminished property value, etc.; particularly those impacted as the highway moves towards them.  EIS should provide relocation services if desired, for residents living within 500 feet of the highway.					
W4		1	5	5. 5.3	9		
X4		Text defines "tax value" of a property. Please clarify if you are referring to "assessed value" or "actual value".					
		1	5	5. 8.5			
Y4		It would be helpful to incorporate a discussion which clarifies how noise walls will be handled for the PCL alternative, with respect to the areas where the highway is descending below grade prior to entering the covered portion and ascending back to grade level.					
		1	5	5. 8.6			
Z4		The FEIS should explain how the lighting, landscape, streetscape and other urban design elements associated with final alternatives are being incorporated to provide greatest benefit to all users of the facility.					
		1	5	5. 8.6	5.8-11		
A5		1	5	5. 8.7			
		In the FEIS, vantage points should be included of the preferred alternative for the Steele/Vasquez Blvd. and for all gateways into and out of the neighborhood, such as from interchanges.					
		This section states that community input will be sought to develop aesthetic requirements. It would be helpful to incorporate more detail clarifying what process will be used, within what timeframe.					

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T4

No change. The process to purchase property that results in a relocation under the Uniform Act is a series of specific negotiations between CDOT and the relocatee.

U4

More details of properties potentially being acquired as part of the I-70 project are provided in Attachment G, Conceptual Stage Relocation Technical Report in the Final EIS.

V4

CDOT follows the Uniform Act for relocating businesses and residents impacted by the project. For information on relocation of residences that will not be acquired by the project, please see PROP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

W4

Tax Value is equivalent to the term “Actual Value” as promulgated by Colorado assessors. “Actual” has been added to the text box in Section 5.5, Relocations and Displacements in the Final EIS.

X4

Highway and frontage roads were modeled at the same approximate elevation as their design. Noise walls were placed within the construction limits for each alternative. They were commonly placed on the highway side of frontage roads in order to provide a reasonable wall length for analysis. When placed on the highway side of frontage roads, the wall’s base elevation matches that of the frontage road.

Y4

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Z4

The project team believes that the selected vantage points are representative of the study area character, therefore additional simulations will not be prepared. A computer simulated model has been created for the length of the corridor which can be viewed at [www.i-70east.com](http://www.i-70east.com).

A5

More information regarding aesthetic requirements was added.

- T4 No change. The process to purchase property that results in a relocation under the Uniform Act is a series of specific negotiations between CDOT and the relocatee.
- U4 More details of properties potentially being acquired as part of the I-70 project are provided in Attachment G, Conceptual Stage Relocation Technical Report in the Final EIS.
- V4 CDOT follows the Uniform Act for relocating businesses and residents impacted by the project. For information on relocation of residences that will not be acquired by the project, please see PROP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
- W4 Tax Value is equivalent to the term “Actual Value” as promulgated by Colorado assessors. “Actual” has been added to the text box in Section 5.5, Relocations and Displacements in the Final EIS.
- X4 Highway and frontage roads were modeled at the same approximate elevation as their design. Noise walls were placed within the construction limits for each alternative. They were commonly placed on the highway side of frontage roads in order to provide a reasonable wall length for analysis. When placed on the highway side of frontage roads, the wall’s base elevation matches that of the frontage road.
- Y4 CDOT will coordinate with Denver regarding the design of local streets. Attachment O, Aesthetic and Design Guidelines developed during the EIS process with Denver and the community, will be used during final design to help CDOT identify appropriate aesthetic design elements to ensure compatibility within the community and each viewshed. CDOT is committed to following the guidelines and continued community involvement during final design and construction.
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		Volume	Chapter	Section	Page	Additional Reference	
B5		1	5	5. 9.1-5.9.7			
	PARKS & RECREATION:						
	Swansea Recreation Center and Colorado Miners provide limited functionality; proposed options impact Swansea playground; and there are air quality impacts for physical activity close to highway.						
	See more on this subject in the Health Impact Assessment (HIA) for Globeville, Elyria and Swansea.						
C5		1	5	5. 9.2			
	Speaks about a permanent easement on the property on the South Platte River Greenway Trails and Globeville Landing Park. The third paragraph speaks about construction of a spillway for the offsite outfall system and requires permanent acquisition of a portion of the park. Denver Parks and Recreation would like clarification on the reimbursement and steps for acquisition for the affected properties. Denver recommends as design moves forward that you follow the City's Aesthetically Enhanced Detention and Water Quality Ponds guide.						
D5		1	5	5. 9.5			
Please coordinate with City and County of Denver South Platte River Trail planning efforts.							
E5		1	5	5.10			
Please identify air quality impact caused by congestion from I-25 and I-225 Interchanges and mitigate accordingly.							
F5		1	5	5.10.1	5.10-1		
	The statement that particulate matter is not a major component of emissions from gasoline-powered vehicles minimizes the significant negative impacts particulate matter, and especially ultrafine particulates have on human health. Recent air quality studies show that people who reside within 500 feet bear the greatest health impact.						
	Motor vehicles, especially those powered by diesel engines have often been cited as a leading source of ambient UFP emissions and of human exposure. (Understanding the Health Effects of Ambient Ultrafine Particles, HEI Perspectives 3, January 2013). The same report concludes that in urban areas, particularly in proximity to major roads, motor vehicle exhaust can be identified as the major contributor to UFP concentrations. Diesel vehicles have been found to contribute substantially, sometimes in disproportionate to their numbers in the vehicle fleet.						
	A program should be developed for education in the community about best practices for minimizing exposures to construction related air quality. Please present the suite of local mitigation options that CDOT will undertake in the Final EIS.						
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B5	CDOT is not planning to include a regional recreation center as mitigation to the I-70 East project. The cover as part of the Partial Cover Lowered Alternative will provide recreational space for the nearby residents.
	The Preferred Alternative’s cover provides a shared space for the community and the school. For information on the features of the Preferred Alternative highway cover, please see PA4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
C5	Future design efforts will reference the City’s Aesthetically Enhanced Detention and Water Quality Ponds guide
	Acquisition from this park will require coordination between, CDOT, the National Park Service, Colorado Parks and Wildlife, and Denver Parks and Recreation as this property is protected by Section 6(f) of the Land and Water Conservation Fund Grant program.
D5	The updated design does not include any impacts to South Platte River Trail, CDOT continues to coordinate with Denver regarding any impacts to parks and recreational facilities.
E5	Air quality analysis was conducted around the two interchanges for the PM10 hotspot analysis and emission reduction measures are included for the construction and post-construction phases of the project. There are no air quality impacts as a result of the project, so there is no mitigation required.
	For more information regarding the air quality analysis see Section 5.10, Air Quality and Attachment J, Air Quality Technical Report in the Final EIS.
F5	The hotspot analyses for CO and PM10 presented in the Supplemental Draft EIS and updated for the Final EIS showed that for the Partial Cover Lowered Alternative the NAAQS would not be exceeded for either pollutant, despite the proximity of the roadway to the school. As for the ultrafine particles cited in the comment, the MOVES2010b model used to generate emissions factors for the hotspot analyses does not include the ability to model this contaminant. Additionally, there are no established standards against which to compare modeled results if they could be produced. For these reasons, ultrafine particles were not analyzed in the Supplemental Draft EIS or Final EIS. Gasoline particulate is part of the MOVES2010b emissions rates used in the hotspot modeling and emissions inventories.
	Air Quality BMPs are included in Section 5.10, Air Quality in the Final EIS.



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G5		1	5	5.10.5		
		The text should mention that all hot-spot analyses are at-grade since CAL3QHC and AERMOD cannot/do not account for elevated/depressed roadway geometries.				
H5		1	5	5.10.6		
		CDOT indicates that the forecasted PM10 concentrations for No-Action and Partial Cover Lowered Alternative, Basic Option are both right at the NAAQS compliance limit. Given the proximity to the upper threshold for compliance CDOT should conduct additional air monitoring pre-construction, during construction, and post-construction to ensure that air quality does not exceed the NAAQS limits. CDOT should also indicate confidence intervals for its forecasted values.				
		1	5	5.10.6 - 5.10.8	5.10-29 to 5.10-45	Attachment J, 7.2.1, p. 66
I5		PM10 hotspot analysis demonstrates design values for two alternatives to be right at the 24-hr PM10 NAAQS for 2035 and all other alternatives examined would not be in compliance (i.e., exceed) at the I-70/I-25 hotspot location. CDOT indicates that "[a]dditional innovative air quality mitigation measures will be developed later in the process if the selected alternative exceeds air quality standards." (5.10.8, p. 5-10-42) In the final EIS, CDOT should specify what air quality mitigation measures it intends to utilize. EIS should document how compliance with the 24-hr PM10 NAAQS will be maintained for the chosen alternative; address more fully the difference in PCL design values for PM10 between basic and modified options; and resolve the unexplained differences in VMT and explain if this factor related to the different design values among PCL –managed lane alternatives in SDEIS.				
J5		1	5	5.10.8		
		It would be helpful to include a brief description of if/how/when the public has a chance to comment on the air control plan submitted to CDPHE.				
K5		1	5	5.10.8		
		It should also be mentioned that City of Denver has an air pollution control ordinance (DRMC Chapter 4) that also has fugitive dust provisions that can be applied to construction projects.				
L5		1	5	5.10.8		
		CDOT claims that for the No Action Alternative and for the PCL Partial Cover Lowered Alternative, "no specific mitigation measures are necessary for the project to proceed." While air quality may improve over time due to the fuel changes noted, it has been shown that populations, and in particular children, living in close proximity (<150-300 m) to highways have more problems with asthma than populations that do not live close to major highways. Please present options to mitigate the impacts on the local air quality.				
M5		1	5	5.11.4		
		To facilitate better decision-making regarding the operational energy consumption of the project, the study area for the operation energy consumption should include the study area as currently presented and the sub-area for the DynusT Model discussed in detail in Attachment E.				
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		Page 40 of 60				
					G5 For the Final EIS, at the direction of the EPA, the depressed roadway was accounted for in AERMOD using the OPENPIT function. CAL3QHC does not need to account for elevation changes in producing the hot-spot results.	
					H5 Construction monitoring of PM10 will be required for the project.  The concerns regarding air quality have been adequately addressed in the Final EIS. For information on air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
					I5 The results of the PM10 hotspot analysis included in the Final EIS demonstrate that all of the alternatives, including the No-Action Alternative, will be in compliance with the applicable 24-hour NAAQS standard for PM10. The design values for all alternatives at the I-25 and I-225 hotspot locations are less than the 24-hour PM10 NAAQS of 150 µg/m3. These design values vary from those modeled in the Supplemental Draft EIS. It is worth noting that the difference in results does not stem from any design changes made to the alternatives modeled, but instead, reflects decisions made during the Interagency Consultation process.  All design values presented in the Final EIS simulate worst-case conditions because they represent the highest PM10 concentrations at the highest traffic volume locations in the corridor and in the year of peak emissions (2035).  Because there is no violation in air quality as a result of this project, no mitigation is required; therefore, none has been identified.  Emission reduction measures are included for the construction and post-construction phases of the project. For more discussion about the air quality analysis and emission reduction measures, please see Section 5.10 Air Quality in the Final EIS.	
					J5 APCD will determine whether a public comment period is required for the dust control plan, depending on the total acreage of the construction project and/or the total air emissions.	
					K5 Language was added in the Final EIS to address the City air pollution control ordinance and will also be included in the RFP for contractor compliance.	
					L5 The concerns regarding air quality have been adequately addressed in the Final EIS. For information on air quality with the Preferred Alternative and health, please see AQ6 and AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Because there is no violation in air quality as a result of this project, no mitigation is required; therefore, none has been identified.  Air Quality emission reduction measures are provided in Section 5.10, Air Quality in the Final EIS.	
					M5 Operational energy was calculated using the VMT volumes from the air quality analysis. The energy study area was revised to be consistent with the study area for air quality analysis, which is large enough in size to assess high traffic volume areas and facilitate operational energy consumption decision-making.	

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1	5	5.12.11																																																																				
The Partial Cover Lowered Alternative Basic Option discussion concludes that "The walls in Swansea south of I-70 were not found to be reasonable because the highway cover between Clayton St. and Columbine St. provides enough noise reduction to the surrounding dwelling units." Yet, the associated table shows an optimal wall height of 16, 18, and 19 feet and Exhibit 5.12-17 shows 35 households exceeding NAC with a maximum predicted noise level of 75 dBA. It is unclear whether this noise analysis applies to the area where the cover exists, the area where the highway descends and ascends below grade yet is not covered, or where. It is difficult to understand how noise levels of 75 dBA will exist for the residents located between Clayton and Columbine. Please clarify and provide analysis for Swansea residents not located between Clayton and Columbine.																																																																						
1	5	5.12.11																																																																				
The mitigation tables and figures do not show numbers of homes that will experience noise increases, nor the severity of those increases, so it is difficult to evaluate and compare the severity of the increased burden as compared to the potential mitigation. The tables should be updated to compare noise increases experienced with mitigation that may be available, in order to assist in evaluation of reasonableness of mitigation.																																																																						
1	5	5.12.13																																																																				
The section states that public outreach efforts such as providing a 24-hour telephone contact line for questions and concerns regarding noise. This will be necessary in order that residents' concerns can be timely communicated and response provided.																																																																						
V5					V5 Substantial increase of 10 dBA is determined from CDOT’s Noise Analysis and Abatement Guidelines. An “impact of substantial increase” is bracketed by FHWA regulation between 5 and 15 decibels. CDOT uses a 10 decibel increase to meet this impact definition. A “substantial noise reduction” defines the acoustic feasibility of a noise abatement measure under the noise mitigation feasibility requirement of federal regulation.																																																																	
W5					W5 This 15.4 dBA increase is due to the proximity of the receptor to new highway construction limits (highway, ramps and frontage roads are all included in the cross-section) and the wider footprint. Though the highway is lowered, frontage roads and ramps are closer to the receptor and have similar elevations in this location. Additionally, a no wall scenario is being compared to existing noise levels where there are existing noise walls.																																																																	
X5					X5 There were 35 impacted receptors in Swansea south of I-70 under the Partial Cover Lowered Alternative, Basic Option. In order for a noise wall to be considered feasible it must create a 5 dBA benefit to at least one receptor. In order to be considered reasonable, the noise wall must create a 7 dBA benefit for at least one receptor. In the mitigation analysis for Swansea south of I-70 for the Partial Cover Lowered, Basic Option, 3 receptors are benefitted by at least 5 dBA and 24 receptors are benefitted by at least 7 dBA. All modeled receptor locations are considered in the mitigation analysis. Mitigation analysis (including feasible and reasonable criteria and cost benefit calculations) follow CDOT’s Noise Analysis and Abatement Guidelines (January 2015).  The Partial Cover Lowered Alternative, Basic Option has been combined with the Modified Option to form a revised Partial Cover Lowered Alternative in the Final EIS. As a result, the cost/benefit analysis in Section 5.12, Noise of the Final EIS has been updated, as necessary.																																																																	
Y5					Y5 The 75-dBA example mentioned is east of Clayton where there is no highway cover. There are a few locations where the highway footprint for Partial Cover Lowered Alternative, Basic Option moves closer to homes, resulting in increased noise levels for the first-row receivers. However, the mitigation analysis concluded that even a 20-ft wall could not provide enough benefit to meet the CDOT cost-benefit index. So these optimal wall heights of 16, 18 and 19 feet provide the maximum benefit, but they do not meet the cost-benefit index criteria of \$6,800 (the table shows a cost benefit index of \$11,010). This analysis was done not only between Clayton and Columbine, but for the entire project area. The sentence mentioned in the comment was meant to explain why noise walls do not provide enough benefit to be recommended. Because the cover does provide noise benefits to the neighborhood, additional noise walls could not provide enough extra benefit to meet the cost benefit index. The Supplemental Draft EIS document displayed walls that provided the maximum possible benefit for each alternative even if those noise walls were not feasible and reasonable. To avoid confusion, the Final EIS calls out ranges of wall heights that are feasible and reasonable. More specifically, if an analyzed wall proved to be feasible and reasonable, the Final EIS called out the wall height that benefitted the average number of benefitted receptors.																																																																	
Z5					Z5 The number of substantial noise impacts are shown in the impact tables of the Supplemental Draft EIS and Final EIS. Additional details for the existing and proposed noise levels (with and without potential noise mitigation) for each modeled location can be found in Appendix A of Attachment K, Noise Technical Report in the Final EIS.																																																																	
A6																																																																						
<div><div>FOR CITY SERVICES VISIT   CALL DenverGov.org   311</div><div>Protecting the Present Building the Future Accountability, Innovation, Empowerment, Performance, Integrity, Diversity, Teamwork, Respect, Excellence, Safety</div></div>					Responses continue on the following page.																																																																	



Comments						Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
		Volume	Chapter	Section	Page	Additional Reference
B6		1	5	5.13.4		
	Please consider adding prairie dog colonies that were not included in the original survey. There is a large colony that is located on the west side of Westerly Creek near the confluence with Sand Creek. This is within the Project Area boundaries.					
C6		1	5	5.13.4		
	The section states ". . . A substantial population of Burrowing Owls migrates to and nests in the prairie dog complexes found on the Rocky Mountain Arsenal National Wildlife Refuge" Discussion: What is a "substantial population"? When the Stapleton Reclamation project was in process, we found a few - probably ten burrowing owls during the entire process. If there are not metrics that define a ‘substantial number’, I would recommend changing the verbiage to “...Burrowing Owls have been observed migrating to and nesting in the prairie dog complexes found...” The existing language implies a large population of Burrowing Owls, which may artificially affect perceptions of the project.					
D6		1	5	5.13.5		
	In regards to this section on Page 11 concerning the common garter snake and northern leopard frog:  The northern leopard frog has been recently (2013) found to inhabit the Parkfield Lake/Natural Area located at 54th and Chambers (which appears to be within the biological resource study area (Exhibit 5.13-1). It is recommended that either (1) a survey be conducted again to determine if populations do exist in the project area; or (2) it be assumed that their presence within the study area indicates they are likely to exist, or potentially inhabit other suitable habitats throughout the study area (barring areas where landuse would make their presence unlikely). Garter snakes are also quite common throughout the metro area, often noted by city employees working in and around natural areas in close proximity to water.					
E6		1	5	5.13.5		
	For this section in regards to noxious weeds on Page 12 - the EIS indicates that the overall risk of noxious weed infestation is relatively low. This may be true for more urbanized areas, however, Sand Creek (within the boundaries of the project area) has dense infestations of a wide variety of noxious weed species. Please provide a vegetation survey and noxious weed management plan. For issues within the City and County of Denver, the DPR - Natural Resources staff (City Naturalist) should be included in the plan development and kept appraised of management activities.					
F6		1	5	5.13.5	13, last paragraph	
	Concerning the CDOT Impacted Black-Tailed Prairie Dog Policy Discussion: Recommend that CDOT reexamine their policy regarding the lethal removal of prairie dogs. The City has revised their “Prairie Dog Removal Matrix” to place a carbon monoxide injection system, at a higher priority than trapping and donating, as it causes a lower level of stress to the animals – as the cooled carbon monoxide is injected into the burrows, they simply lose consciousness and die. The pressurized injection method is the most humane alternative for lethal removal, and is very effective. There are currently no locations within the City and County of Denver where prairie dogs may be relocated, and there are no counties within the state that are allowing import of prairie dogs into their jurisdictions.					
<div><div>FOR CITY SERVICES VISIT   CALL</div><div>DenverGov.org   311</div></div>						<div>A6</div> <div>Comment noted.</div> <div>B6</div> <div>Prairie Dog surveys were not updated for the Final EIS. The colony of concern is well outside the construction limits for the project and are not anticipated to be impacted.</div> <div>C6</div> <div>The Final EIS reflects the suggested verbiage provided by this comment.</div> <div>D6</div> <div>The status has been changed to “could potentially occur in the study area.” It is assumed that both species would seek other parts of Sand Creek that exhibit more suitable habitat during construction. Furthermore, the areas near Sand Creek that will be impacted during construction are rather degraded and offer little value to these species.</div> <div>E6</div> <div>The development of an Integrated Noxious Weed Management Plan will be a requirement of the construction project to be completed during future phases of the project.</div> <div>F6</div> <div>The comment has been passed on to CDOT’s Wildlife Program Manager for consideration because CDOT’s guidelines are outside of this project’s control.</div>
<div><div>FOR CITY SERVICES VISIT   CALL</div><div>DenverGov.org   311</div></div>						<div>Protecting the Present Building the Future</div> <div>Accountability, Innovation, Empowerment, Performance, Integrity,</div> <div>Diversity, Teamwork, Respect, Excellence, Safety</div>
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- A6** Comment noted.
- B6** Prairie Dog surveys were not updated for the Final EIS. The colony of concern is well outside the construction limits for the project and are not anticipated to be impacted.
- C6** The Final EIS reflects the suggested verbiage provided by this comment.
- D6** The status has been changed to “could potentially occur in the study area.” It is assumed that both species would seek other parts of Sand Creek that exhibit more suitable habitat during construction. Furthermore, the areas near Sand Creek that will be impacted during construction are rather degraded and offer little value to these species.
- E6** The development of an Integrated Noxious Weed Management Plan will be a requirement of the construction project to be completed during future phases of the project.
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A rough design of this pond should be considered to fully understand the scope of this pond.</td></tr><tr><td colspan="5">Note that the normal EDB design may not able to handle the required water quality capture volume from the 60 acre construction site without large surface area due to some limitations, such as gravity outlet elevation, forebay and trickle channel slope, micro pool, water table elevation, pond slope, maintenance access, and other constraints if the storm conveying pipe too deep. Please note all the flood control and water quality design shall also meet CCOD, UDFCD design criteria as well as water right requirements from State Engineer Office.</td></tr></table>	Volume	Chapter	Section	Page	Additional Reference	1	5	5.13.5	5.13-10, paragraph 3		The comparison of black-tailed prairie dogs (which are in the Order Sciuridae – the same as squirrels) to “any small rodent population” is not an effective comparison. 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G6					G6	Text was updated as requested.																																																															
H6					H6	The Final EIS has been updated based on new standards.																																																															
I6					I6	The Final EIS includes this text.																																																															
J6					J6	Coordination has been conducted and future coordination will be done as design progresses.																																																															
K6					K6	Comment noted.																																																															

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Comments						Responses to Comments
Source: Submittal		Document Number: 785		Name: Denver Mayor Michael B. Hancock and Department of Public Works		
		Volume	Chapter	Section	Page	Additional Reference
L6		1	5	5.14		Attachment M, Sec. 4.3.4
		Use the following language: "A pre-construction Conditional Letter of Map Revision (CLOMR) process must be undertaken with FEMA if the proposed construction raises the regulatory base flood elevation of any floodplain, or if requested by the Floodplain Administrator of the affected jurisdiction. A post-construction Letter of Map Revision (LOMR) process must be undertaken with FEMA if a CLOMR was obtained, if the proposed construction lowers the regulatory base flood elevation in excess of 0.3' of any floodplain, or if requested by the Floodplain Administrator of the affected jurisdiction. "				
M6		1	5	5.14		It is believed that the valuation shown on pages 45-47 may only reflect the real property value, not the BPP value also. Please ensure that this is a full market value (including any equipment).
N6		1	5	5.14		
		This section does not address drainage needs should permanent dewatering be necessary for the Partial Cover Lowered Alternative. The EIS should consider the need for permanent dewatering systems and should determine the additional capacity necessary for drainage and detention as a result of permanent dewatering. Text addressing that need should be included in Section 5.14.				
O6		1	5	5.14	46	
		Please Cut the section that reads "In addition many residents, ...displacement of the factory as a positive effect."				
P6		1	5	5.14	5.14-2, paragraph 3	
		The text mentions the 2005 Denver Storm Drainage Master Plan. Since then the 2009 Storm Drainage Master Plan (and 2010 errata) has been published and Denver is currently in the process of adopting the 2014 Storm Drainage Master Plan. Consider revising to reference the 2014 Storm Drainage Master Plan, or reference the 2009 Master Plan and make note that the latest master plan must be considered during design for identification of any other potential ponding areas.				
Q6		1	5	5.14	5.15-4	
		South Platte River paragraph, the channel in Globeville Landing Park does not serve as a detention pond.				
R6		1	5	5.14	Exhibit 5.14-5	
		For the Revised Viaduct Alternative the table indicates impacts to the Sand Creek floodplain, but the table does not address a mitigation for this impact. Revise the table to indicate how this floodplain impact is going to be mitigated.				
S6		1	5	5.14.1		
		Since some of proposed options may impact the existing south drainage sub-basins along with the I-70 roadway system. More hydraulic analysis/modeling will be needed to address the local street and storm sewer capacity including the overflows from the proposed series detention ponds. The re-constructed local street shall meet the CCOD drainage design criteria in both depth and spread for minor and major storm events. The improvement of the drainage system shall be not posted any worse situation on any adjacent properties in comparing to the existing condition.				
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L6

Similar text is provided in Attachment M, Hydrology and Hydraulics Technical Report. No change made.

M6

The tax data references to what is called “assessor’s actual value” of the real estate, which is similar to market value. The reference to data from the REcolorado.com website are references to listing prices for homes on the market. None of these references to home values or listing prices include any component for business or personal property which the project team believes the acronym “BPP” is referring to.

N6

This has been included in the Final EIS.

O6

No change, because the referenced section could not be found.

P6

Reference was updated and additional note added for future design to consider 2014 plan.

Q6

The text doesn’t discuss a channel in Globeville Landing Park serving as a detention pond.

R6

Mitigation for this impact has been added to the table.

S6

Future design will adhere to design requirements and shall show no adverse impacts.

Comments						Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
		Volume	Chapter	Section	Page	Additional Reference
T6		1	5	5.14.1	3	
	Exhibit 5.14-2 does not depict any ponding crossing I-70 between Brighton and York.					
U6		1	5	5.14.1	5.14-5, Exhibit 5.14-3	
	The storm drain pipe is proposed in Claude Ct. not Claude St.					
V6		1	5	5.14.2		
	Revise second sentence to say "Due to the new smaller study area Westerly Creek is no longer impacted by this project.					
W6		1	5	5.14.6		
	Drainage improvements at the Brighton/I-70 interchange:					
	As part of the City of Denver Corridor of Opportunity, the interchange of I-70 and Brighton Blvd. is a major gateway to downtown Denver. The drainage basins/detention ponds at this intersection need to address the visual importance of this interchange as a major gateway. NDCC would like to work with you to identify quality materials and a high level quality design to meet the goals of the City of Denver.					
X6		1	5	5.14.6	5.14-6	
	LOWERED ALTERNATIVES, DRAINAGE:					
	Details of all potential drainage solutions to the south of I-70 must engage residents and directly affected property owners.					
	Please clarify if this project requires a separate UDFCD Environmental Impact Study/Statement and provide cost and timing information.					
Y6		1	5	5.15.4		
	Another primary source of stream flow in the South Platte River is releases from upstream reservoirs including Chatfield and Cherry Creek Reservoirs. Although waters in the reservoirs originate as groundwater, snowmelt, precipitation, effluent discharge, and stormwater runoff, instream flows are strongly influenced by releases from the reservoirs and, as a result, may not always reflect the timing of precipitation. CDOT should address the impact of releases from reservoirs on instream flows.					
Z6		1	5	5.15.6		
	For noxious weed management: has a noxious weed management plan been created and approved? Who will coordinate noxious weed management activities? For issues within the CCOD, the DPR - Natural Resources staff (City Naturalist) should be included in the plan development and kept appraised of management activities.					
A7		1	5	5.15.6		
	"Herbicides will be applied by use of wicks or sponges to avoid off-target injury." The noxious weeds are too numerous to effectively treat with a wick or sponge. Spot spraying can be performed and off-target injury to desirable vegetation can be avoided with this method of application.					
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T6 The figure has been updated.						
U6 Street name has been revised.						
V6 Text was updated to reflect the comment.						
W6 CDOT will continue to coordinate with Denver throughout the design process.						
X6 The south drainage is associated with the Partial Cover Lowered Alternative only. The drainage solutions included for the alternatives evaluated have been presented at project public meetings. All affected property owners will be coordinated with prior to construction. There will be no separate EIS required for the I-70 East project’s drainage systems.						
Y6 CDOT does not have any control over those releases or the stream flows. All CDOT can do is avoid floodplain impacts and not cause adverse impacts, which is happening through mitigation actions already identified.						
Z6 The development of an Integrated Noxious Weed Management Plan will be a requirement of the construction project to be completed during future phases of the project.						
A7 Text revised as recommended.						

Comments						Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
		Volume	Chapter	Section	Page	Additional Reference
B7		1	5	5.15.7		It is stated that "At this time . . . unavoidable [wetland] impacts will be mitigated at a wetland bank . . ." CDOT should work with nearby jurisdictions to find opportunities in the vicinity of the impacts to provide mitigation opportunities.
		1	5	5.16		The project meets the CDOT New Development Redevelopment classification for a priority project based on the conceptual project information exhibited. The additional expanded impervious depicted in the EIS appears to meet the minimum threshold justifying the project designation. The final drainage study should include a permanent Water Quality Control Measures for the northern off site outfall as outline in following CDOT MS4 Program: Dated: April 22, 2014 Titled: New Development and Redevelopment Program Description Modification-Conditional Approval CDPS Permit No.:COS000005 Program Specific reference: Attachment A: Requirements for CDOT's Interim New Development and Redevelopment Program Description Section a. ii (A) (ii) (New Control Measure Design Standard).
C7		1	5	5.16		This section does not address impacts to water quality that might occur should permanent dewatering systems be necessary for the Partial Cover Lowered Alternative. Section 5.18 of the EIS and Section 6 of the Hazardous Materials Technical Memorandum both indicate that the project goes through areas known to be impacted by hazardous waste sites and that ground water underlying the stretch of I-70 between the UPRR to Columbine contains elevated metals levels. CDOT's experience related to treatment of metals at I-25 and Alameda included higher than expected costs and difficulty reaching permit effluent limits. At a minimum, Section 5.16 should address the potential need for permanent dewatering systems, the likelihood that ground water extracted by permanent dewatering systems will contain pollutants, and the types of BMPs that would be necessary to address those pollutants.
		1	5	5.16.1		The surface runoff water quality should be discussed more in the SDEIS. Possible water quality measurements, EDB, Bioretention (PLD), wetland, green infrastructures (LID), and others should be included in the storm runoff treatment for the construction area and possible related offsite runoff. Water quality treatment basin map with imperious percentage shall be provided in the related section or in the attachment to show the entire project will satisfy the MS4 programs.
D7		1	5	5.16		This section does not address impacts to water quality that might occur should permanent dewatering systems be necessary for the Partial Cover Lowered Alternative. Section 5.18 of the EIS and Section 6 of the Hazardous Materials Technical Memorandum both indicate that the project goes through areas known to be impacted by hazardous waste sites and that ground water underlying the stretch of I-70 between the UPRR to Columbine contains elevated metals levels. CDOT's experience related to treatment of metals at I-25 and Alameda included higher than expected costs and difficulty reaching permit effluent limits. At a minimum, Section 5.16 should address the potential need for permanent dewatering systems, the likelihood that ground water extracted by permanent dewatering systems will contain pollutants, and the types of BMPs that would be necessary to address those pollutants.
		1	5	5.16.1		The surface runoff water quality should be discussed more in the SDEIS. Possible water quality measurements, EDB, Bioretention (PLD), wetland, green infrastructures (LID), and others should be included in the storm runoff treatment for the construction area and possible related offsite runoff. Water quality treatment basin map with imperious percentage shall be provided in the related section or in the attachment to show the entire project will satisfy the MS4 programs.
E7		1	5	5.16.1		The surface runoff water quality should be discussed more in the SDEIS. Possible water quality measurements, EDB, Bioretention (PLD), wetland, green infrastructures (LID), and others should be included in the storm runoff treatment for the construction area and possible related offsite runoff. Water quality treatment basin map with imperious percentage shall be provided in the related section or in the attachment to show the entire project will satisfy the MS4 programs.
		1	5	5.16.1		The surface runoff water quality should be discussed more in the SDEIS. Possible water quality measurements, EDB, Bioretention (PLD), wetland, green infrastructures (LID), and others should be included in the storm runoff treatment for the construction area and possible related offsite runoff. Water quality treatment basin map with imperious percentage shall be provided in the related section or in the attachment to show the entire project will satisfy the MS4 programs.

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B7	Onsite wetland mitigation may be considered during the construction process, but it is assumed that suitable sites may not be available and banking credits will need to be purchased.
C7	The project will comply with CDOT permanent water quality control and MS4 permit requirements.
D7	<p>The necessary design and infrastructure needed for temporary construction groundwater dewatering and for permanent groundwater dewatering will be developed in the final design and coordinated with the geotechnical design/analysis. Below are three options for groundwater dewatering.</p> <ul style="list-style-type: none"><li>• Horizontal drains</li><li>• Drainage gallery with radial drain holes</li><li>• Staged well locations and pump system</li></ul> <p>The groundwater dewatering design will be designed according to the Groundwater discharge permit and the water will be treated as necessary. It is not anticipated that discharge due to groundwater dewatering will be conveyed in the surface water storm water drainage system.</p>
E7	<p>Additional detail has been added including the preliminary location of water quality ponds. The project will meet the requirements of CDOT's MS4 Permit with CDPHE.</p> <p>Design of the project has not been completed to a level that an accurate description of individual BMPs can be provided at this time. This document describes the commitments future design will provide to meet permanent water quality requirements.</p>

- B7

Onsite wetland mitigation may be considered during the construction process, but it is assumed that suitable sites may not be available and banking credits will need to be purchased.
- C7

The project will comply with CDOT permanent water quality control and MS4 permit requirements.
- D7

The necessary design and infrastructure needed for temporary construction groundwater dewatering and for permanent groundwater dewatering will be developed in the final design and coordinated with the geotechnical design/analysis. Below are three options for groundwater dewatering.

• Horizontal drains

• Drainage gallery with radial drain holes

• Staged well locations and pump system

The groundwater dewatering design will be designed according to the Groundwater discharge permit and the water will be treated as necessary. It is not anticipated that discharge due to groundwater dewatering will be conveyed in the surface water storm water drainage system.
- E7

Additional detail has been added including the preliminary location of water quality ponds. The project will meet the requirements of CDOT's MS4 Permit with CDPHE.

Design of the project has not been completed to a level that an accurate description of individual BMPs can be provided at this time. This document describes the commitments future design will provide to meet permanent water quality requirements.



Comments					Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works		

Comments					Responses to Comments	
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
J7		Volume	Chapter	Section	Page	Additional Reference
		1	5	5.16.5		
		It is our understanding that CDOT had committed and the Colorado Department of Public Health and Environment has required that CDOT will use green infrastructure techniques to provide water quality treatment. Additional discussion of this use of green infrastructure should be incorporated in this section. Green infrastructure has numerous co-benefits beyond flood control and water quality improvement for the affected communities that can provide some assistance in mitigating other adverse effects of the project, including providing air quality benefits, noise reduction, reduction in heat island effects, and providing community amenities.				
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Comments					Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works		
	Volume	Chapter	Section	Page	Additional Reference
K7	1	5	5.18, 5.1	5.18-15 to 16, Exhibit 5.18-12, 5.1-24	
	<p>HAZARDOUS WASTE-MATERIALS, AIR QUALITY:</p> <p>SDEIS has limited references to air monitoring during construction and these seem to focus on worker safety. No provisions are made for monitoring at project boundary and/or in the community for exposure to disturbed hazardous materials during construction, such as toxic metals transported by air-borne dust. Such monitoring would assist to validate effectiveness of control measures and promote worker and community/public safety.</p> <p>Importance of this issue is recognized in: Volume 1, Exhibit 5.10-24, Potential Emissions Reduction Strategies, indicating potential monitoring for PM10; Volume 3, Attachment J, Air Quality Technical Report, 2.4, p.7 describes potential toxic materials in fugitive construction dust; Volume 3, Draft Air Quality Analysis Protocol at 4.7, p. 9 describes that monitoring plans for PM10 from construction dust are anticipated; Volume 2, Attachment H, Hazardous Materials Technical Report, 7, Mitigation, p. 36, describes a HASP/Health and Safety Plan for workers is needed as to methane and VOCs, indicates the presence of unknown contaminated media and that measures are needed for worker protection and public health; Volume 2, Attachment H, Hazardous Materials Technical Report, 8, Conclusions, p. 37 as to primary concerns to protect workers, indicates the MMP/materials management plan and HASP should outline procedures to monitor and identify contaminants of concern and stop work requirements if contamination is encountered.</p> <p>EIS should specify that suitable air monitoring will be installed at an appropriate boundary or community location, such as Swansea School if appropriate, to measure contaminants of concern. This should include particulate matter with speciation for toxic metals encountered during construction. Specify how appropriate action will be taken to protect public health if critical thresholds are exceeded.</p> <p>(See in-community air monitoring proposed change from Council District 13, Chapter 5, 5.10).</p> <p>Sample air for lead, cadmium and arsenic in the construction zone. If the daily average air samples exceed 1.5 microgram/m3 for lead, work stops and work practices should be altered to minimize dust. An action level for arsenic should be defined as well.</p> <p>Test window sills and window troughs for lead dust of homes nearest to construction site (1st and 2nd row of homes) where dust is being disturbed. If lead dust levels are above HUD residential standards, test next row of homes to identify how far the lead dust travelled. Homes that have been contaminated with lead dust should be cleaned to below lead dust clearance standards as per state regulation.</p>				
L7	1	5	5.18.4	5.18-11	
	<p>The first paragraph provides a brief summary of Colorado’s asbestos in soil regulation. Please add to the end of second sentence "...requirements that may add additional cost."</p>				
<div><div>FOR CITY SERVICES VISIT   CALL</div><div>DenverGov.org   311</div></div> <div>Protecting the Present Building the Future</div> <div>Accountability, Innovation, Empowerment, Performance, Integrity, Diversity, Teamwork, Respect, Excellence, Safety</div>					<p><b>K7</b> The concerns presented in this comment have been adequately addressed in the Final EIS.</p> <p>For information on CDOT’s plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on transportation-related pollutants, including PM2.5, NO2, CO, and PM10, please see AQ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on mitigating fugitive dust during construction, please see IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>L7</b> CDOT recognizes that many of the potential impacts that could be caused by the project may incur additional costs. Project costs have included these items.</p>

Comments					Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works		
			</		



Comments					Responses to Comments	
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
		Volume	Chapter	Section	Page	Additional Reference
T7		2	Attachment A	The limits for Brighton Blvd. improvements and cross sections needs to be coordinated to ensure transitions and capacity needs are being met.		
U7		2	Attachment A	The Brighton Blvd. westbound I-70 on ramp should be realigned as close to I-70 (mainline) as reasonably possible to minimize impact to the National Western Center.		
V7		2	Attachment A	Based on our review, the all Build Alternatives have deficient traffic capacities at all the interchanges, such as Brighton and I-70, and need to be re-evaluated to provide additional capacities to avoid impacting local street networks.		
W7		2	Attachment A	In all the Build Alternatives, the consolidation of the Dahlia and Monaco accesses to Holly will create operational issues at Holly. Therefore, consider showing the reconstruction of Holly to the north of I-70 to 48th Ave. and also the reconstruction of 48th Ave. from Holly to Colorado to relieve to Stapleton Drive North and South. In addition, the Holly and 48th Ave. reconstruction would provide alternative access to Colorado and the East Rail Line crossing at Holly and Smith/42nd. Also include design of the interchanges at Quebec and Peoria to not preclude Denver’s ability to rebuild these roadways at the interchanges to a 10-lanes cross section.		
X7		2	Attachment A	Connections from the Elyria-Swansea neighborhood east to the 40th and Colorado Station are essential. 46th underpass at UPRR tracks should not preclude connection for regional/local connectivity from 47th.		
Y7		2	Attachment A		71	The removal of the York St. connection to I-70 increases traffic circulation on the local roadway. Additional connections and improvements on the local streets are required. Some examples are the 47th Ave. crossing at the UPRR, York St. needs to be revised to add left turn lanes between EB and WB 46th Ave, and York St. needs to transition from a five lane section over I-70 to tie into the existing two-lane, two-way section north of the 47th Ave. The current map does not indicate this Transition.
Z7		2	Attachment A		71	In all the Build Alternatives, the removal of the York St. access to I-70 created undesirable traffic congestion on the local roadways. The introduction of a two-way approach on York St. from the south to the railroad crossing facilitated a need for a grade separation of York St. over the UPRR or a traffic signal to be installed at 47th and York St. with an associated pre-signal to the north of the tracks. Either the grade separated crossing or the signal will help to ensure safety at the railroad crossing, allow for the introduction a two-way York St. south of 47th and enhance the pedestrian indications at this crossing. Additional evaluation with the City and County of Denver review will be needed to determine which is the preferred alternative.
</						

- T7
- CDOT will continue to coordinate with Denver throughout the design process.
- U7
- The Brighton Boulevard westbound I-70 on-ramp will remain approximately in its current location.
- V7
- Brighton Boulevard and other local roads were included in the models and were considered in the analysis. However, these roads are outside of the scope of this project and are not included in analysis results in the Final EIS. For additional information specific to these facilities, please contact CDOT. Traffic analysis that has been completed to date indicates that I-70 operations near the Brighton Boulevard interchange will likely improve with the Preferred Alternative compared to the No-Action. See Chapter 4 and Attachment E of the Final EIS for further information on the traffic analysis.
- W7
- The design has been modified to not preclude Denver’s ability to rebuild wider local streets at interchanges.
- 
- Improvements to Holly Street north and south of I-70 are understood to be part of future City improvement projects.
- X7
- Proposed connectivity will meet or exceed current connectivity.
- Y7
- For the Final EIS, the decision has been made for York Street to remain a one-way street. Traffic analysis including this decision has been completed for the Final EIS.
- Z7
- For the Final EIS, the decision has been made for York Street to remain a one-way street. Traffic analysis including this decision has been completed for the Final EIS. The project does not propose any improvements to the 47th Avenue and York Street intersection.

A-82 January 2016

Comments					Responses to Comments	
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
	Volume	Chapter	Section	Page	Additional Reference	
G8	2	Attachment C	9.1			
	East-west and north-south connectivity during construction needs to be provided. Alternate vehicle and truck access to I-70 and I-25 from the neighborhoods via Brighton, York, 48th Ave, 52nd Ave, and other major arterials is needed for residents and businesses to survive the construction period. Alternate routes for trucks are also needed to reduce neighborhood cut-through traffic. With limited access to I-70 and the frontage roads during construction, neighborhoods will be cut off. Additionally, safety and emergency response during construction is also critical. With only limited information available about construction phasing, detours, and road closures, it is difficult to assess the severity of impacts to residents, businesses, and emergency responders during construction. Additional roadway improvements appear to be needed. Consideration should be given to improvements that will provide permanent improvements after construction. The Project Team should work directly with Denver on access and closure issues in a timely manner (bi-weekly planned schedules, weekly updates, and 48 hour advance notice on closures/rerouting).					
	2	Attachment E	6.1	75, Figure 67		
	Please add the street names Garfield, Elizabeth, Race and Baldwin as they are referenced on page 74 and it would help the reader not familiar with the area to follow the narrative.					
H8	2	Attachment E	6.1.2	Fig. 129		
	The text shows that the following should be considered: (1). York St. will need additional connections to the local network to help relieve added congestions resulting from the removal of this interchange. There are approximately 350% increase in traffic from existing traffic (screenline) as shown in Figure 129; (2). Steele St./Vasquez Blvd. will need a partial access to I-70 (WB on to WB I-70, and EB off from EB I-70). Again Figure 129 showed an increase of traffic over 300% from existing; (3). Full access to I-70 at Colorado Blvd.; (4). Consider roadway improvement on Holly north of I-70 and 48th Ave. between Holly St. to Colorado Blvd. to provide alternative access; (5). Consider interchange design at Quebec St., Peoria St. and Havana St. to not preclude Denver's ability to reconstruct these roadways to 10 lanes, 8 lanes and 8 lanes cross section respectively.					
I8	2	Attachment F	3. 1			
For minority populations the text uses the term "the appropriate unit of geographic analysis" for comparison value. However, the text does not clarify what values were utilized for comparison. E.g., If Denver neighborhoods were compared to the population of Denver County and Aurora was compared to Adams County, then the text should specify this so the methodology is clear. The same comment applies to the process for determining low-income neighborhoods.						
J8						

Comments					Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works		
	Volume	Chapter	Section	Page	Additional Reference
K8	2	Attachment H		25-26, paragraph 4	
	In the Effects Analysis please include additional information regarding construction dewatering. The second complete sentence starts with “If dewatering of contaminated groundwater is required during construction, treatment may be required before the water is disposed or used.” Section 5.17.6 notes that “Extensive dewatering during the construction is anticipated for the Partial Cover Lowered Alternative”. Dewatering is likely for the stretch of I-70 between the UPRR to Columbine. Groundwater under this stretch of I-70 contains elevated concentrations of metals. Table 1, within Attachment H, Appendix H shows groundwater data for monitoring well YA-MW-03. Monitoring well YA-MW-03 is in a location near where excavation for roadway construction will extend into groundwater. The groundwater data for Monitoring Well YA-MW-03 show that most of the metals tested for were detected at concentrations that exceed expected groundwater discharge permit levels. Additionally, the laboratory reporting limits for three of the metals are greater than expected groundwater discharge permit levels. Experience from CDOT’s I-25 and Alameda project demonstrated the technical and financial challenges associated with construction dewatering. Accordingly, it is appropriate that the additional information should acknowledge possibility that: <ul style="list-style-type: none"><li>• It may not be technically feasible to treat extracted groundwater sufficiently to meet permit levels for some metals such as arsenic, mercury, selenium and silver.</li><li>• Removal of uranium from groundwater may result in generating a source of radioactivity that could then require additional permitting and disposal activities for the recovered uranium.</li><li>• Present-day analytical capabilities may not be sufficient to demonstrate that adequate treatment can be achieved for mercury, selenium and silver.</li><li>• Land may be required for construction of temporary groundwater treatment ponds.</li><li>• Treated groundwater may need to be transported to an alternate segment of the South Platte River where less stringent permit discharge limits would be in effect. The text should be adjusted to clarify and acknowledge the likelihood for groundwater treatment and difficulties this may pose.</li></ul>				
	2	Attachment H		9, Table 1	
L8	The ASTM E 1527-05 identifies several standard environmental record sources that shall be reviewed but are not identified in Table 1 including: <ul style="list-style-type: none"><li>• Federal Delisted NPL site list</li><li>• Federal Institutional control/engineering control registries</li><li>• State/Tribal IC/EC</li><li>• State/Tribal VCUP Sites</li><li>• State/tribal Brownfield sites</li></ul> A review of Attachment H – Appendix I Environmental Database Report, revealed that most of these missing environmental record sources were surveyed. Please add text summarizing these environmental record source reviews and/or explaining why information from these additional environmental record sources appear to not have been summarized in Attachment H.				
M8	2	Attachment H	4.1	This paragraph references ASTM Standard 1527-05). ASTM 1527-13 has been available for use since January 2014. Please add an explanation regarding the timing issue as to why the current ASTM 1527-13 was not used and verify changes do not cause substantial omissions, or use the most current version.	
<div>FOR CITY SERVICES VISIT   CALL DenverGov.org   311</div> <div>Protecting the Present Building the Future Accountability, Innovation, Empowerment, Performance, Integrity, Diversity, Teamwork, Respect, Excellence, Safety</div>					<div>K8</div> Additional language was added to Attachment H, Hazardous Materials Technical Memorandum Addendum and Section 5.18, Hazardous Materials of the Final EIS to provide more detail regarding dewatering activities. <div>L8</div> No NPL Delisted, State/Tribal IC/EC or State/Tribal Brownfield sites were identified in the database report. One Federal IC/EC site was identified in the report (Vasquez Boulevard and I-70) which was also listed as an NPL site and discussed in detail within the tech report (Attachment H). State/Tribal VCUP sites were also discussed within the technical report (Attachment H - sections 3.5 and 4). <div>M8</div> At the time the environmental records search database was ordered for the project area (2012), ASTM 1527-13 was not available. An explanation of the use of ASTM 1527-5 standard was added to the Hazardous Materials Technical Report Addendum.



Comments						Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
		Volume	Chapter	Section	Page	Additional Reference
N8		2	Attachment J			
		For met data section referenced above, the transport wind speed of 10 mph (5 m/s) is very generous for a winter morning. In addition, a mixing height of 1000m is quite high during the morning inversion. If these are model guidance values, please state that, but they are not worst case.				
O8		2	Attachment J			
		For the meteorological data description on pages 19-20, please clarify that Cal3QHC is typically run with a stability class of 4. If the model guidance suggests using Stability class 4, please clarify in the text. Stability class 4 is not worst case. DIA and Stapleton met. data clearly indicate that the worst stability class is 6 or 7 (F or G), depending on the scale.				
P8		2	Attachment J			
		For Table 1 footnotes, please correct effective date language to past tense.				
Q8		2	Attachment J			
		In figure 2, please add the La Casa and I-25 (near road) monitoring stations, which did not exist at the time of the first draft EIS. The final EIS will also need to add the second near road station near 49th Ave. and I-25. See APCD website for stations.				
R8		2	Attachment J			
		Table 1 and associated footnotes do not match. Please clarify.				
S8		2	Attachment J		Table 18	
		The footnotes do not seem to belong with this table.				
T8		2	Attachment J		Table 19 & 20	
		It is recommended replacing the design value with the PM10 NAAQS.				
U8		2	Attachment J		Table 25	
		The units should be corrected to pounds per day				
V8		2	Attachment J		Table 35	
		It is not clear whether the 2017+MY CAFE standards have been factored into these estimates. Please clarify.				
W8		2	Attachment J		Table 4	
		Please confirm whether upper air data is from the Denver International Airport or from the old Stapleton Airport location (23062).				
X8		2	Attachment J		Table 6	
		Table should clarify that concentrations are 24-hour averages.				
Y8		2	Attachment K			
		Appendix A should be retitled Data and Modeling Results. No monitored data seem to be included here.				

Comments						Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
		Volume	Chapter	Section	Page	Additional Reference
Z8		2	Attachment M			On the York St. crosses, the SDEIS shows that both 66” storm sewer and 48” sanitary sewer will remain in the same location. Please be aware of that the storm sewer is located about 8 feet depth and sanitary sewer with about 9 feet depth that may affect the ramp design for meeting the required roadway clearance.
A9		2	Attachment M			Throughout document please ensure you are using the final I-70 PCL Montclair Drainage Basin Hydrologic Analysis from Enginuity. The date of that memo is August 2014. The memo modified the 100-year flow from 2,691 cfs. up to 2,852 cfs.  There is also a I-70 PCL Park Hill Drainage Basin Hydrologic Analysis Memo from Enginuity, dated August 2014. That memo needs to be included in Appendix B.
B9		2	Attachment M			The second paragraph of Section 6.1 describes the South Platte and Sand Creek drainage basins. In the context of the previous sentences, the last sentence is confusing. Suggested reword: “Discharges in the South Platte River are moderated by Chatfield Reservoir, located south of Denver, which serves as a flood retarding structure, as well as a recreational and water supply facility.”
C9		2	Attachment M		Page 19	With regards to the 5 pond proposal at Colorado Blvd, during the Multi Agency Technical Team (MATT) meetings, CDOT and there consultant Atkins proposed this system and put together a brief summary and study. Please include that in the attachments of Appendix B.
D9		3	Attachment J	4.4.2		The text uses an assumption of an infinite silt/sand reservoir on I-70 that is proportional to VMT. This assumption is extremely conservative, which should be pointed out. CDOT is assuming an infinite silt reservoir, i.e. more VMT = more silt. If EPA guidance on determining background PM10 is expected to change for the final EIS, this should be pointed out. The high background and unlimited silt loading combined are very conservative approaches. For an example of recent I-710 handling on future year PM10, see <a href="http://media.metro.net/projects_studies/I710/images/tech_study/AQ_HRA_ENVIRON_Final_020312.pdf">http://media.metro.net/projects_studies/I710/images/tech_study/AQ_HRA_ENVIRON_Final_020312.pdf</a> (page 26).
E9		3	Attachment J	4.4.3		Text should clarify that AERMOD uses a grams per second or pounds per hour emission factor.
F9		3	Attachment J	4.4.6		The text should list the name of the actual Commerce City PM10 station. It appears the text is referring to Alsop Elementary.
G9		3	Attachment J	4.4.6		Text should clarify that concentration is a 24-hour average.
						Z8 Existing utility location and relocation will be included in future design.
						A9 The modification was included in Attachment M, Hydrology and Hydraulics Technical Report in the Final EIS. Also, the memorandum is included as an appendix.
						B9 The tech reports will remain as they are. An addendum explaining the updated information since the Supplemental Draft EIS is included as an attachment to the Final EIS. An errata sheet has been added to this addendum to address this comment.
						C9 This design has been revised and currently there are only two ponds located at Colorado Boulevard. This design change is shown in the addendum to Attachment M, Hydrology and Hydraulics Technical Report in the Final EIS.
						D9 Clarification on the “infinite silt/sand reservoir” and its relationship to VMT is discussed in Attachment J, Air Quality Technical Report in the Final EIS. The new EPA guidance on background concentrations was used for the Final EIS and also noted in the text.
						E9 Text was clarified in the Final EIS.
						F9 The Commerce City/Alsup Elementary monitoring site is the only monitoring site in Commerce City and thus is referred to here simply as “Commerce City.” The APCD code for the site (“COMM”) supports this.
						G9 Text was clarified in the Final EIS.

Comments					Responses to Comments	
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		Volume	Chapter	Section	Page	Additional Reference
H9		3	Attachment J	5. 2. 3		
		The data presented in Exhibit 5.10-20 (Chapter 5.10) should be included in Attachment J. Exhibit 5.10-20 should be shown in Attachment J as a supplement to the national MSAT trends chart.				
I9		3	Attachment J	5. 2. 4	50	
		Text includes the following characterization, which is incorrect: "modeled mean annual concentrations from highways were well below estimated Integrated Risk Information System (IRIS) cancer and noncancer risk values for all six MSAT" Benzene is clearly above the 1 in a million cancer risk level, if not 10-in-a-million. This entire statement (#1) should be deleted as it is misleading. In addition, a number of states, such as California, have developed comparison risk values, which may be more conservative than EPA. Denver regularly compares to other states' comparison risk values as well.				
J9		3	Attachment J	7.2	Tables 19 & 20	
		It would be helpful to use color shaded boxes (green and yellow) to indicate whether the design value meets the NAAQS.				
K9		3	Attachment K	4.1.2		
		The 24 hour noise monitoring data in Attachment C are not representative of the I-70 communities with residential premises. While Colorado at Smith Rd is the most representative, it is over 500 ft. away from I-70, and is not truly representative of residential locations very close to I-70. The 10 min readings from 2012 are not adequate. Per the FHWA guidance, "Existing Highway Traffic Noise Measurements are made to represent an hourly equivalent sound level, Leq(h). Statistical accuracy requires minimum measurements of approximately eight minutes. Most highway agencies have automated measurement equipment and typically measure 15-minute time periods to represent the Leq(h). This is acceptable if unusual events do not occur during the noisiest hour.... If information is not available to identify the noisiest hour of the day or if there is public controversy at a specific location, 24-hour measurements may be necessary." Based on the sensitivity of residences and schools in GES, 24-hour data are needed north and south of I-70 for the Final EIS. Existing ambient conditions must be monitored to determine actual noise levels occurring in the affected communities, the frequency and time variability of those noise levels, and to better determine the actual impact of the various alternatives. In addition, we recommend noise monitoring data be collected along the lowered portion of I-25 at a point most representative of that expected for the lowered portion of I-70. These data would be informative of actual conditions expected once the lowered portion of I-70 is constructed.				
L9		3	Attachment K	6.1.5		
		Input Data: please clarify whether the TNM model accounts for depressed versus elevated roadways. The section implies that it does. Whether this factor is accounted for should be made explicit.				
M9		3	Attachment M	10		
		Text does not address drainage needs should permanent dewatering be necessary for the Partial Cover Lowered Alternative. The EIS should consider the need for permanent dewatering systems and should determine the additional capacity necessary for drainage and detention as a result of permanent dewatering. Text addressing that need should be included in Section 10 of Attachment M.				
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		Page 58 of 60				

**H9** This summary is presented in the Section 5.10, Air Quality in the Final EIS as a way of simplifying the data. The more in-depth presentation in Attachment J, Air Quality Technical Report is intended to supplement the Section.

**I9** The current health status of the affected communities was thoroughly discussed in the DEH study cited by several commenters. Potential impacts from the I-70 redevelopment project, including effects of each alternative on the ability to meet the health-based NAAQS, and on levels of MSATs are discussed in detail in the Supplemental Draft EIS and the Final EIS. With regard to MSATs, it is noted that under all alternatives studied MSAT levels are projected to decrease substantially from current levels by 2035, and that the difference between the build and no-build alternatives for all MSATs is less than 3.5 percent.

The text is based on the study’s estimates of contributions from highways, not the total concentrations modeled in the study area. Table ES-2 of the study estimates the benzene concentration from Denver highways at 0.27 ug/m3. The EPA Integrated Risk Information System 1 in a million cancer risk level for benzene is a range from 0.13 to 0.45 ug/m3; the Denver highways concentration modeled in the study is less than the midpoint of that range (0.29 ug/m3). Of the six pollutants listed, two do not have cancer risk values in IRIS, three are at or below the 1 in a million risk level, and one is in fact above that level (formaldehyde). The text has been corrected for the Final EIS.

**J9** The tables are formatted to be as reader friendly as possible for the Final EIS

**K9** The noisiest hour maximum traffic volumes were used to populate all roadway volumes in TNM impact and mitigation analysis. The field measured readings were only used to validate the TNM modeling, please see the Modeling Validation in Attachment K, Noise Technical Report in the Final EIS.

Noise impacts and mitigations were analyzed in accordance with CDOT’s Noise Analysis and Abatement Guidelines (2015). Thorough analysis was conducted for each neighborhood and each alternative. Mitigation analyzed optimal noise wall placement and height for all impacted receptors. Analysis then determined if the optimal noise walls were feasible and reasonable per CDOT’s standards. Aesthetic design was not included in the analysis for reasonability and feasibility.

**L9** Accurate vertical and horizontal data for roadways, receptors, existing noise walls, existing berms, building rows, and jersey barriers were needed for noise modeling. Microstation, GIS, and field reviews were used to provide vertical/horizontal data for all features. These resources provided approximate elevations of the interstate, frontage roads, and receptors. Elevations are used to differentiate where the highway is lower or higher than frontage roads and receptors. For example, in the Partial Cover Lowered Alternative TNM model, I-70 is accurately depicted at a lower elevation than the frontage roads between Columbine Street and Clayton Street (where the cover is proposed).

**M9** Attachment M, Hydrology and Hydraulics Technical Report in the Final EIS has been revised to include a discussion on dewatering.

Comments						Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works			
		Volume	Chapter	Section	Page	Additional Reference
N9		3	Attachment M	4.2		
		This section needs to be revised to reflect all the current dates for various agency criteria manuals. For example, Denver and UDFCD criteria are more current than the dates given in the document. Consider revising the language to indicate that the drainage design must be "performed in compliance with the following technical criteria, or as amended." Also, in the subtitle and text of this section, replace the word "guidance" with "criteria."				
O9		3	Attachment M	5. 2. 1		
		Third paragraph, last sentence should read " In cases where the BFE is increased, a CLOMR—followed by a LOMR—must be obtained from FEMA."				
P9		3	Attachment M	5. 2. 1		
		Add a bullet for the 1965 flood on the South Platte River. The following description is directly from Denver's Storm Drainage Master Plan: "June 16, 1965 - Black Wednesday, the day Denver was hit by the worst natural disaster in the City's history. After a cloudburst that dumped 15 inches of water on mountain slopes southwest of Denver, a devastating flood struck 20 counties, including Denver along the South Platte River. Twenty-five people were killed, and property damage was estimated at more than \$500 million. Since that time, Chatfield and Bear Creek Dams have been constructed greatly reducing the flood threat to Denver from precipitation over major sub-drainage basins."				
Q9		3	Attachment M	5. 2. 1		
		First Bullet - The Sept 2013 flood was not the most costly in Denver, remove that sentence.				
R9		3	Attachment M	5. 2. 1		
		Add language regarding the State's Rules & Regulations for Regulatory Floodplains in Colorado (Nov. 17, 2010), specifically Rule 12.J. that requires a LOMR where there are BFE increases or decreases in excess of 0.3', regardless of whether a CLOMR (CLOMR is required by NFIP regulations for any BFE increase) has been applied for.				
S9		3	Attachment M	5. 2. 1		
		In the fourth paragraph, replace the last sentence with the following language: " If there is no increase in the BFE, then the hydraulic analysis shall be submitted to the governing agencies for floodplain permit and to determine if the CLOMR and/or LOMR process is necessary.				
T9		3	Attachment M	5. 2. 2	7	
		Change the “The DSDMP provides preliminary recommendations for ....” “CCOD Storm Drainage Design & Technical Criteria requires, at minimum,...				
U9		3	Attachment M	7.6		
		The text indicates peak flows are not shown but the table does include peak flows. It is unclear if the tabulated peak flows are pipe flows only or if these are pipe plus overland flows.				
V9		3	Attachment M	Appendix A	10, Table 4.a	
		Denver criteria specifies a minimum street grade of 0.7%. A variance is required for street grades less than 0.5%.				
<div><div>FOR CITY SERVICES VISIT   CALL DenverGov.org   311</div><div>Protecting the Present Building the Future Accountability, Innovation, Empowerment, Performance, Integrity, Diversity, Teamwork, Respect, Excellence, Safety</div></div>						
Page 59 of 60						
						N9
						O9
						P9
						Q9
						R9
						S9
						T9
						U9
						V9

N9

Section 4.2 is revised to reflect the current date of the reference material.

O9

Requested text has been added to the addendum of Attachment M, Hydrology and Hydraulics Technical Report in the Final EIS.

P9

The bullet has been added to the addendum of Attachment M, Hydrology and Hydraulics Technical Report in the Final EIS.

Q9

Section 5.2.1 has been revised to remove the statement.

R9

Section 5.2.1 has been revised.

S9

Section 5.2.1 has been revised to include the statement.

T9

CDOT is not reissuing any of the Technical Reports that were included as part of the Supplemental Draft EIS. A Technical Report addendum is provided to outline the substantive changes since the Supplemental Draft EIS. Because this comment does not change the result of any of the analysis, this recommended change will not be made.

U9

The flows shown in the table include the total of overland and pipe flows.

V9

Table 4a has been revised to include the statement.

- N9
- Section 4.2 is revised to reflect the current date of the reference material.
- 09
- Requested text has been added to the addendum of Attachment M, Hydrology and Hydraulics Technical Report in the Final EIS.
- P9
- The bullet has been added to the addendum of Attachment M, Hydrology and Hydraulics Technical Report in the Final EIS.
- Q9
- Section 5.2.1 has been revised to remove the statement.
- R9
- Section 5.2.1 has been revised.
- S9
- Section 5.2.1 has been revised to include the statement.
- T9
- CDOT is not reissuing any of the Technical Reports that were included as part of the Supplemental Draft EIS. A Technical Report addendum is provided to outline the substantive changes since the Supplemental Draft EIS. Because this comment does not change the result of any of the analysis, this recommended change will not be made.
- U9
- The flows shown in the table include the total of overland and pipe flows.
- V9
- Table 4a has been revised to include the statement.



Comments					Responses to Comments
Source: Submittal		Document Number: 785	Name: Denver Mayor Michael B. Hancock and Department of Public Works		
W9					
	Volume	Chapter	Section	Page	Additional Reference
	3	Attachment M	References		
	Add the following references: a. Department of Natural Resources Colorado Water Conservation Board (CWCB) Rules and Regulations for Regulatory Floodplains in Colorado (Nov. 17, 2010); b. City & County of Denver, 2009 Storm Drainage Master Plan (revised 2010); c. City & County of Denver, 2014 Storm Drainage Master Plan; d. City & County of Denver, Storm Drainage Design and Technical Criteria Manual (Nov. 2013); e. FEMA Flood Insurance Study, Vol. 1 & 2 (Nov. 17, 2005); f. FEMA Flood Insurance Study, Vol. 1 & 2 (Nov. 20, 2013); g. Urban Drainage and Flood Control District, Urban Storm Drainage Criteria Manual, Vols. 1 & 2 (2008); and, h. Urban Drainage and Flood Control District, Urban Storm Drainage Criteria Manual, Vol. 3 (2013).				

Comments			Responses to Comments
Source: Submittal	Document Number: 575	Name: Denver Councilwoman Jeanne Faatz	
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></div> <div></div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div><div>From: "Jeanne Faatz"</div><div>Date: Thu, October 30, 2014 2:34 pm</div><div>To: webmastercc@i-70east.com (<a href="#">more</a>)</div><div>Priority: Normal</div></div> <div></div> <div>name: Jeanne Faatz, Denver City Council</div> <div><div>A</div><div>comment_topic: Financing,Managed Lanes,Preliminarily Identified Preferred Alternative comments: Comment from Jeanne Faatz Denver City Councilwoman and former State Representative CDOT should maximize General Purpose Lanes With I-70 being an existing interstate freeway and with gas and vehicle-related tax money going into widening the road, I ask that the traveling public benefit from ADDED general purpose lane(s). I understand that compromise may be required. I am open to one managed lane each way only if the highway is expanded to 10 or more lanes. It should serve public transit and high occupancy vans. Any thoughts of congestion pricing should be confined to that same lane. While I'm a supporter of tolls on NEW highways and even have a transponder on my own car, I strongly prefer I-70 remain a freeway.</div></div>			<div><div>A</div><div>The concerns regarding the managed lanes have been adequately addressed in the Final EIS. For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>

Comments


Source: Submittal

Document Number: 881

Name: Denver Councilwoman Judy Montero

CITY COUNCIL  
City and County of Denver

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Judy H. Montero  
Councilwoman, District Nine

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City and County Building  
1437 Bannock Street, Room 451  
Denver, Colorado 80202  
Phone: 720-865-9534

10/30/2014

Re: I-70 East project, SDEIS Comment period

A

Dear Colorado Department of Transportation,

The last 6 weeks during this I-70 East project comment period I have seen our City and City Council, our neighborhood residents, our local non-profits and advocates, and our extended allies and interested parties prepare comments to the Supplemental Draft Environmental Impact Statement (SDEIS) that have taken much time, consideration and thought. Much of the work for the last several years in the neighborhoods of Globeville, Elyria and Swansea, has prepared all of us to comment and weigh in on this EIS. It is my hope that the Colorado Department of Transportation (CDOT) seizes this opportunity to move forward in a way that reflects all the hard work and time included in these comments, and finds the right solution for the I-70 corridor at this critical time in our history.

At the heart of my comments are the people, *la gente*, of Globeville, Elyria and Swansea. The families and long term residents of this area have been able to find affordable homes here and created a supportive community that has close relationships and character. Elyria Swansea is a mostly Latino community, where you hear more Spanish spoken on the streets than English; and the restaurants and markets like *El Tepetate*, *El Rinconcito* and *La Potranca* make up the commerce lined under the viaduct on 46<sup>th</sup> Ave. This highway, often called “the monstrosity” in the neighborhood, dominates the center of this community. Residents have forged their daily lives and built a community where they walk their kids to Swansea school, go to churches like *Nuestra Señora de Gracia*, and attends classes at The Grow Haus and Focus Points Family Resource Center. Its well time, and much deserved, that these communities have an improved quality of life, and that they define that on their own terms for their community.

As you know, I have been advocating heavily for this project to address the health of the residents as the driving force in the decisions being made. These neighborhoods surrounding the viaduct are protected under the Title 6 Civil Rights Act and Environmental Justice policy which means they are entitled to be informed and included in the decisions being made, and are entitled to significant mitigations for the impact the project will have. I believe that moving forward there needs to be a Community Governance Committee that is independent of CDOT, is neighborhood driven, and all involved in the project would report to and negotiate mitigations with this group. I also would like to see an improvement in the communication and outreach around this project that informs and protects the people that live in this corridor. The “Open House” format needs to be modified for what the community needs, and where they are at. A public involvement process needs to be ever-changing and CDOTs approach did not change or become tailored to the community. There was a feeling in the community that CDOT stopped listening after the PCL came out as a preferred alternative, the strategy changed from active listening to active

B

Responses to Comments

A

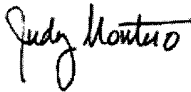
Comment noted.

B

CDOT will continue to refine community outreach and public involvement as the project continues. For information on CDOT’s public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments			Responses to Comments
Source: Submittal	Document Number: 881	Name: Denver Councilwoman Judy Montero	
B	promoting. It is important that there are common messages and understandings that are communicated in these meetings, and that confusion does not prevail around this project—especially to those most affected by it. It is important that residents have the ability to act in this scenario and are not left to feel victimized by this project. I have made outreach efforts on my own to work with resident leaders and local non-profits, and I have specifically done outreach with Spanish speaking residents and gotten local experts to look at the issues of community place building, health, and housing in the area. There is momentum and unity building in the community that must be listened to.		<div>C</div> CDOT is working to reduce the width of the roadway as design efforts progress. These efforts to minimize impacts will continue through final design.  The justification of the number of lanes needed for the highway in the future has been discussed in the Final EIS. For information on why 5 lanes in each direction are needed, which indicates that widening the highway is necessary, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
C	The most resounding comment I have heard consistently from my constituents is a strong desire for the highway footprint to be reduced to minimize the impact on homes, businesses, and minimize air pollution. In fact, I have yet to hear from a single constituent that they want the highway widened. I-70 in North Denver goes through what I consider to be sacred ground and a highway should not be encroaching on this land. CDOT needs to listen to this feedback, and reconsider the width of this highway.		<div>D</div> CDOT understands the need for a transportation system with multiple choices. The I-70 East project includes safety improvements, managed lanes to provide reliable trip times, and is complimented by future projects such as commuter rail along the East Corridor, as well as bus service provided by RTD.  The concern about multi-modal transportation was adequately addressed in the Final EIS. For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
D	It is an interesting time where we are about to enhance our commuter rail system extensively through this part of my district as well, and I see that peoples values are starting to change regarding our choices in transportation—the single car with one driver is no longer the ideal choice. As my constituents will start to have more options on how they travel, I want to see them be influenced to use mass transit options and options that encourage healthy living. The creation of an expanded highway does not seem to align with these values. I ask CDOT to find a forward thinking solution that does align with these values.		  The concern about pedestrian and bicycle routes was adequately addressed in the Final EIS. For information on walkability and bicycle routes improvement, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
E	There are a variety of studies that show that increasing the size of the highway does not necessarily reduce congestion. I am concerned that widening the highway, will indeed bring more traffic and congestion to the area that currently is not there. This burden should not be put on Denver neighborhoods that already face a multitude of Environmental Justice issues. The regional traffic needs should be shared in a system wide transportation solution that intentionally re-routes heavy traffic out of the residential corridors. We don’t ever want CDOT to have to come back to this part of I-70, rather we would like them to build capacity in other parts of the region if necessary.		<div>E</div> The traffic analysis completed for the Final EIS analysis used the most recent traffic modeling tools available. The 2035 DRCOG travel demand model uses projected land use data including population and employment growth to project future traffic conditions. These projections were used to determine the number of lanes needed to accommodate future traffic growth.  The concern about widening the highway was adequately addressed in the Final EIS. For information on widening the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
F	I believe there is the potential for the Partially Covered Lowered (PCL) alternative to be catalytic and have positive impacts in the neighborhood. If the mitigations promote new community and housing development, improve environmental quality issues, and there is a commitment to create job opportunities; we can create a healthier neighborhood. Another important outcome of this project could be the elimination of flooding and drainage issues for the neighborhood, not just for the highway. But the details and specifics of how this is done and mitigated are crucial for the future of these neighborhoods. Almost every aspect of the mitigation can be leveraged and maximized with current neighborhood, city and organizational assets; and it is critical that work be done to make this happen with the North Denver Cornerstone Collaborative and the neighborhood.		  CDOT does not have the authority to restrict or redirect truck traffic on the interstate system. FHWA must give approval for such an action and it must be based on safety concerns. For information on restricting truck traffic along I-70, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
G	I have worked on getting a Health Impact Assessment (HIA) with Denver Environmental Health to inform the neighborhood and neighborhood planning processes currently happening. It is important that recommendations in the HIA, such as reducing truck traffic in and through the neighborhoods and well as improving safety at the intersection at 47/York, are acted upon when there are projects like I-70 that are impacting the neighborhood and its health. Eliminating the stress of noise, odor, and pollution for physical and emotional wellbeing is critical. My constituents have expressed fear and anxiety around this		<div>F</div> Comment noted.  <div>G</div> The concern about impacts of highway air pollution on human health was adequately addressed in the Final EIS. For information on impacts of the highway air pollution on human health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  The concern about project mitigation measures was adequately addressed in the Final EIS. For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.





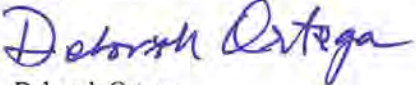
Comments			Responses to Comments
Source: Submittal	Document Number: 881	Name: Denver Councilwoman Judy Montero	
<div><div>G</div><div></div><p>project, and it has yet to start. The SDEIS does not address the stress of this project on people in the neighborhood that already experience environmental stressors, as referenced in the HIA. My hope is that CDOT shares that same value for the health of the residents now, during construction, and after if this project goes forward.</p></div> <div><div>H</div><div></div><p>Based on comments I have heard from the neighborhood, I have worked on a full set of comments and mitigation strategies with City Council and City Agencies, and within the community and groups focused on health and housing. I have appreciated the time and thought residents and community groups have put towards this. The main issues I am commenting on include air quality, reducing the width of the highway, jobs and education, housing replacement and retention, eliminating truck traffic and rerouting trucks, neighborhood connectivity, access to goods and services, and enhancement of local neighborhood amenities.</p><p>It is my understanding that there will still be upcoming meetings and I expect that as the SDEIS period is over CDOT will go back to work and respond thoroughly to our comments and continue to work with the community. I want to be informed about all upcoming meetings and decisions made to get out to the neighborhood and to the City. The City of Denver is also committing to work with the community on the areas of the project that they are involved in that have not yet been decided, we will need CDOT support to create alternatives and options that best meet community needs.</p><p>Sincerely,</p><div></div><p>Councilwoman Judy H. Montero Denver City Council District 9</p></div>			<div><div>H</div><div></div><p>Comment noted.</p></div>

Comments			Responses to Comments
Source:	Public hearing transcript	Document Number: 274	Name: Denver Councilwoman Judy Montero
<p>Since I have a limited time, I'm just going to read it—my letter—because it's going into the record. I just want to begin by saying I appreciate all who are here tonight to comment on this important juncture in deciding how CDOT is going to figure out the right solution for the neighborhood first and the I-70 corridor. As many of you know, we have been advocating heavily to have health be at the core of the citizens that live in this neighborhood and for them to be the driving force in the decisions that are made. These neighborhoods surrounding the viaduct are protected under the Title 6 Civil Rights Act and Environmental Justice Policy, which means that they are entitled to be informed and included in all the decisions being made and are entitled to significant mitigations that the project will have on their lives. While I believe that there are some good components to the partially covered lower alternative that has been mentioned, that is newly elevated here in the SDEIS proposal, I believe with all my heart that the proposed envelope of the highway needs to be reduced so that it can minimize the impacts on homes, businesses, and minimize air pollution. This highway is going through what I consider sacred ground in this community, and they should not be encroaching on these. There are a variety of studies that show that increasing the size of the highway does not necessarily reduce congestion. It's like from that movie—if you build it, they will come. The Colorado Department of Transportation and the Federal Highway Administration should continue to be forward thinking and offer ideas that include mass transit, multimodal options to move people through this fragile urban environment and reduce the health impacts on residents.</p> <p>There is a potential for this project to be catalytic and have positive impacts in the neighborhood to promote new community and housing developments, to improve environmental quality issues, to create job opportunities, and a healthier neighborhood; but the details and the specifics of how this is to be done and mitigated are critical and they are crucial for the future of these neighborhoods. Now is a time that we need to work together to share common goals and leverage the resources we have to really move the neighborhood forward. We have worked on getting a Health Impact Assessment completed to inform the neighborhood in other planning processes currently happening. This HIA, the Health Impact Assessment, addresses issues because it took impact from the neighborhood on environmental quality, connectivity and mobility, access to goods and services, community safety, and mental well-being. It's important that recommendations in the HIA, the Health Impact Assessment, such as reducing truck traffic in and through the neighborhood and improved safety at the intersection of 47th and York, are acted upon when there are projects like I-70 that are impacting the neighborhood and its health. Elyria, Swansea—that's in espanol, Swansea; in English, it is Swansea—has long suffered from lack of connectivity within the neighborhood and with adjacent neighborhoods, most critical at the 47th and York railroad crossing. Since connectivity is being taken away in the proposal, CDOT should help fund the construction of sidewalks, bike paths, and other amenities that can help better link residents to their neighbors and go over or under the railroad tracks and the highway.</p> <p>Also, it should be looked at to limit truck traffic and access to I-70 and instead send the trucks out of the inhabited areas by using signage and enforcement to route the trucks onto 270 and 76. Air should be monitored before, during, and after construction, especially at Swansea Elementary. In order to retain neighbors and residents and encourage new families to move in, CDOT should commit to replacing the 49 to 53 housing units lost in Elyria, Swansea—</p>			

The comments received during the public hearing from Councilwoman Montero are duplicates of those in a letter that was submitted earlier. Rather than duplicating responses, detailed responses are provided with the letter submittal. Please see the previous pages for the responses.

Comments			Responses to Comments
Source:	Public hearing transcript	Document Number: 274	Name: Denver Councilwoman Judy Montero
<p>Swansea—due to highway construction with three affordable housing units for every one that is lost. Additionally, affordable homeownership units should be replaced with the affordable homeownership options and affordable rental units should be replaced with affordable rental options. We should look at building a supermarket and a wellness center and pharmacy so that it be incentivized for people in Globeville, Elyria, Swansea to improve our well-being and curb the chronic health complications that are pervasive in our community. Also, a health and recreation center would make safe, clean air and a place for neighbors to exercise and be able to access health care. And finally, a good-neighbor agreement during the construction period should be forged and held up and honored as we go through the construction project.</p> <p>I am currently, along with Councilwoman Ortega and other members of Denver City Council, working on sending our mitigation strategies to the Colorado Department of Transportation. Councilwoman Ortega and I will be hosting an open house to review—for all of you to review our comments on Friday, October 17th, from 8:30 to 12:30 at Focus Points, which is at 2501 East 48th. If you have any questions, you can contact my office at 720-337-7709. Thank you for giving me your time.</p>			<p>The comments received during the public hearing from Councilwoman Montero are duplicates of those in a letter that was submitted earlier. Rather than duplicating responses, detailed responses are provided with the letter submittal. Please see the previous pages for the responses.</p>




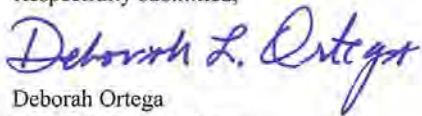
Comments			Comments		
Source: Submittal	Document Number: 850	Name: Denver Councilwoman Deborah Ortega	Source: Submittal	Document Number: 850	Name: Denver Councilwoman Deborah Ortega
<div><p>Deborah L. Ortega CITY COUNCIL AT-LARGE</p><p><i>City and County of Denver</i></p></div> <p>October 30, 2014</p> <p>Mr. Donald Hunt Colorado Department of Transportation 4201 East Arkansas Ave. Denver, Colorado 80222</p> <p><b>RE: Comment on the I-70 east SDEIS public process for Environmental Justice communities, the process to date and procedures forward.</b></p> <p>Live Well – a local non-profit that works in these neighborhoods conducted a survey of residents within a close proximity of the highway. The findings showed that most residents are not aware of the details or the impact to their community that this highway will have. I trust that Live Well will share this information in their comments to the SDEIS.</p> <p>I attended over a dozen meetings over the last three years either at Focus Points or the Swansea Recreation Center. I continued to raise concerns with CDOT staff about the format of the meetings after hearing from residents that they didn’t understand the maps to ask intelligent questions. They never got reports back from meetings they attended and therefore didn’t feel confident that their concerns/comments were truly captured and taken back to CDOT decision makers to incorporate into the SDEIS. These communities have been dealing with this project for the last ten years and they don’t trust what they hear from one meeting to the next because the information was constantly changing.</p> <p>I was asked to organize and participate in meetings to help the community understand various options for the I-70 project, placing me on the front line working with citizens who are dealing with both confusion and anxiety about the I-70 process. I asked for participation from Denver and CDOT executives in meetings like these, but that did not occur.</p> <p>In another instance, CDOT hosted a meeting with local officials from Denver and Commerce City, their staffs and the trucking industry. A commitment was discussed to rule out closure of the Steele/Vasquez interchange. Most Denver City Council members had already departed the meeting when this subject came up. Residents of affected neighborhoods were not brought into the conversation. This has left the impression with residents in the affected communities that the</p> <div><p>ROOM 461 • CITY AND COUNTY BUILDING • DENVER, COLORADO • 80202 • PH: 720-337-7713 • FAX: 720-337-7729 EMAIL: DEBORAH.ORTEGA@DENVERGOV.ORG • WWW.DENVERGOV.ORG/DEBORAHORTEGA</p></div>			<p>decision to maintain the Steele/Vasquez interchange has already been made and without their input.</p> <p>The quantity of the meetings held for this project does not reflect the quality of communication and broad reach to ensure that people felt like they were truly engaged in the process as anticipated in Title VI and Executive Order 12898. Meetings conducted in this and similar manner leave low income and minority residents of Swansea and Elyria with little or no knowledge of what is being agreed to or discussed that will affect or benefit their community. Therefore, they cannot include any information in their comments to the SDEIS about critical issues that Denver and CDOT have been discussing.</p> <p>Additionally, Denver City Council was asked to adopt a proclamation in support of the CDOT preferred alternative before the SDEIS was released, deviating from the normal course of process where the City should comment after review of all alternatives in the SDEIS.</p> <p><i>Accordingly, CDOT's process has left me and many constituents with serious doubts about whether the most affected low-income and minority communities and their elected officials at Council level have been provided the information and opportunity to allow meaningful participation in the decision making for this project for purposes of environmental justice. I included a comment to the City &amp; County of Denver, for submittal to CDOT as part of the City's comments, reviewing the highlights of pertinent NEPA and Environmental Justice obligations and providing specific recommendations as to public engagement practices going forward. I call upon CDOT to review that comment and implement the recommendations to enable more meaningful public participation in this project.</i></p> <p>Respectfully submitted,</p> <p> Deborah Ortega Councilwoman At-Large City and County of Denver</p>		

The information in the cover letter is noted. Responses to specific comments are included on the following pages.




Comments			Comments		
Source: Submittal	Document Number: 850	Name: Denver Councilwoman Deborah Ortega	Source: Submittal	Document Number: 850	Name: Denver Councilwoman Deborah Ortega
<div><div><div><div><div><div><span></span></div><div>Deborah L. Ortega</div></div><div><div><span></span></div><div>CITY COUNCIL AT-LARGE</div></div></div><div><div><div><span></span></div><div>City and County of Denver</div></div><div><div><span></span></div><div></div></div></div><div><div><div><span></span></div><div>October 31, 2014</div></div></div></div></div><div><div><div>Mr. Don Hunt, Executive Director</div><div>I-70 East Project Team</div><div>Colorado Department of Transportation</div><div>4201 E. Arkansas Ave.</div><div>Denver, CO 80222</div></div><div>Dear Mr. Hunt:</div><div><p>Thank you for the opportunity to comment on the I-70 East Supplemental Draft Environmental Impact Statement (SDEIS). The impact of I-70 on the neighborhoods through which it was built has been devastating. Residents of these communities have suffered adverse health impacts from living near the highway. The social fabric of these neighborhoods was ripped apart when families and businesses were lost to make room for the highway. The neighborhoods have suffered from economic hardships due to a lack of connectivity to each other and to other areas of the City. The damage caused by construction of the highway, a legacy of industrial operations in the community and the ethnic make-up and income level of the community has resulted in them being designated environmental justice communities. As a result CDOT must consider alternatives to negate the impact of the project. I am attaching questions/comments I have received from community members and planning professionals that ask many questions about how CDOT evaluated the alternatives that would negate the impacts. I submit these comments, as well as, those raised in the attached American Planning Associate White Paper. I believe the community deserves a response to these questions.</p><p>In general, I do not believe that SDEIS adequately addresses the negative impacts and offers no substantive mitigation measures to improve the quality of life in these neighborhoods. It is also my opinion that CDOT has not adequately involved the community in meaningful dialogue that results in an understanding of the alternatives and community consensus. The American Planning Association Technical Advisory Panel also found this to be an issue during a recent site visit. It is the quality of meetings, not just quantity of meetings, that is important. I have included a specific comment on this process.</p></div><div><div>ROOM 451 • CITY AND COUNTY BUILDING • DENVER, COLORADO • 80202 • PH: 720-337-7713 • FAX: 720-337-7729</div><div>EMAIL: DEBORAH.ORTEGA@DENVERGOV.ORG • WWW.DENVERGOV.ORG/DEBORAHORTEGA</div></div></div></div>			<div><p>I understand that CDOT’s stated purpose is to “implement a transportation solution that improves safety, access and mobility and addresses congestion on I-70 in the project area.” My goal is to negate the impact of I-70 on the Denver neighborhoods through which it travels while addressing regional transportation needs. We do this by deciding first how to protect the neighborhoods and how much of the region’s traffic they should have to bear, and then developing a regional transportation solution to move traffic equitably. We design the highway to the neighborhood; not to the needs of cars and trucks. The resulting solution must not result in additional environmental, physical, social or economic harm to the residents.</p><p>I am confident that working together we can build a roadway for the 21<sup>st</sup> century while redressing past wrongs and improving the quality of life for the residents. I look forward to collaborating with the CDOT to develop a process for community outreach and dialogue to address the inter-related issues including</p><ul style="list-style-type: none"><li>• Quality of Life<ul style="list-style-type: none"><li>○ Footprint of highway</li><li>○ Air Quality</li><li>○ Health</li><li>○ Noise</li></ul></li><li>• Neighborhood Cohesion<ul style="list-style-type: none"><li>○ Connectivity – north/south and east/west</li><li>○ Frontage roads</li><li>○ 47<sup>th</sup> &amp; York</li><li>○ Steele/Vasquez Interchange</li><li>○ Truck Routes</li></ul></li><li>• Social and Environmental Justice<ul style="list-style-type: none"><li>○ Jobs and Economic Opportunity</li><li>○ Housing</li></ul></li></ul><div><div>Respectfully submitted,</div><div><div><div></div></div><div>Deborah L. Ortega</div><div>Councilwoman At Large</div></div></div></div>		

The information in the cover letter is noted. Responses to specific comments are included on the following pages.

Comments			Responses to Comments
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<div><div></div><div><div>Deborah L. Ortega</div><div>CITY COUNCIL AT-LARGE</div><div><i>City and County of Denver</i></div><div></div></div><div>October 30, 2014</div><div>Mr. Donald Hunt Colorado Department of Transportation 4201 East Arkansas Ave. Denver, Colorado 80222</div><div><div><div>A</div><div>RE: Comment, CDOT should address the environmental concerns and recommendations raised by EPA on the DEIS.</div></div><div>The EPA submitted comments on the FHWA/CDOT DEIS for the I-70 East project, dated March 31, 2009 (copy attached). A significant number of comments and recommendations were provided as to air quality and other environmental matters in the 18-page document. The EPA rated the alternatives analyzed in the DEIS as follows: EC/Environmental Concerns (as to Environmental Impact of Action) and Category 2/Insufficient Information (as to Adequacy of the Impact Statement). In rating the DEIS as lacking sufficient information to fully assess environmental impacts that should be avoided in order to fully protect the environment, the EPA stated <i>"In this case, the air quality impacts of this project on a minority and low-income population identified as disproportionately impacted, is insufficiently analyzed."</i> CDOT should address in the Final EIS the comments, concerns, deficiencies, and matters requiring clarification that were brought to their attention by the EPA in 2009. These include, but are not limited to:</div><div><ul style="list-style-type: none"><li>• Additional mitigation was recommended for PM<sub>10</sub> impacts;</li><li>• Dispersion modeling was recommended for the most significant MSATs;</li><li>• Mitigation of MSAT impacts should be implemented as indicated by dispersion modeling; and</li><li>• Additional trends evaluation was recommended for PM<sub>2.5</sub>.</li></ul></div><div>Respectfully submitted,  Deborah Ortega Councilwoman At-Large City and County of Denver</div></div><div>ROOM 451 • CITY AND COUNTY BUILDING • DENVER, COLORADO • 80202 • PH: 720-337-7713 • FAX: 720-337-7729 EMAIL: DEBORAH.ORTEGA@DENVERGOV.ORG • WWW.DENVERGOV.ORG/DEBORAHORTEGA</div></div>			<div><div><div>A</div><div>The comments from the EPA's 2009 letter on the Draft EIS have been addressed in the Supplemental Draft EIS, to the agency's satisfaction.</div></div></div>



Comments			Comments		
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Submittal	850	Denver Councilwoman Deborah Ortega	Submittal	850	Denver Councilwoman Deborah Ortega
<p>UNITED STATES ENVIRONMENTAL PROTECTION AGENCY REGION 8 1595 Wynkoop Street DENVER, CO 80202-1129 Phone 800-227-8917 http://www.epa.gov/region08</p> <p>MAR 31 2009</p> <p>Ref: EPR-N</p> <p>Karla S. Petty Division Administrator, Colorado Division Federal Highway Administration 12300 West Dakota Avenue, Suite 180 Lakewood, CO 80228</p> <p>Russell George Colorado Department of Transportation 4201 E. Arkansas Ave. Denver, CO 80222</p> <p>Re: I-70 East Highway Project, Denver CO Draft Environmental Impact Statement (DEIS) CI:Q# 20080460</p> <p>Dear Ms. Petty and Mr. George:</p> <p>The United States Environmental Protection Agency, Region 8 (EPA) has reviewed the Federal Highway Administration (FHWA) and Colorado Department of Transportation's (CDOT's) Draft Environmental Impact Statement (DEIS) for the I-70 East highway project. EPA offers these comments in accordance with the Agency's responsibilities under the National Environmental Policy Act (NEPA), 42 U.S.C. Section 4332(2)(C) and Section 309 of the Clean Air Act, 42 U.S.C. Section 7609.</p> <p>The project proposes improvements to the I-70 corridor traversing northeast Denver, between I-25 and Tower Road. Four build alternatives are evaluated in addition to the No Action Alternative. They are: Alternative 1: Existing: add general purpose lanes on the existing I-70 alignment (one in each direction, and in some places, two); Alternative 3: Existing, tolled: Add tolled express lanes on the existing I-70 alignment (one lane in each direction, and in some places, two); Alternative 4, Realigned: Realignment with general purpose lanes (add one lane in each direction, and four new lanes in the realigned portion); and Alternative 6: Realignment with tolled express lanes (add one lane in each direction, four general purpose lanes in some places, or three general purpose lanes and two tolled express lanes in certain places). Each of the alternatives also changes several existing interchanges and adds new interchanges. The No Action Alternative assumes that the viaduct between Brighton Boulevard and Colorado Boulevard would be replaced. [Note: Alternatives 2 and 5 were eliminated during the screening process.]</p>			<p>The DEIS provides a significant amount of analysis on a myriad of important concerns. The section on social and economic conditions is one of the most complete analyses on this topic we have reviewed in this EPA Region. The Environmental Justice section similarly contains significant analysis. EPA's comments focus on air quality impacts and environmental justice concerns, with some minor comments on wetlands/waters of the U.S., water quality, energy and greenhouse gas emissions. Enclosed are our detailed comments in these areas.</p> <p>Our major concern with this project is the potential air quality impact on the minority and low-income populations this project affects. The DEIS identifies these populations as disproportionately impacted by this project, but dismisses the air quality issues as a significant impact. Emissions of particulate matter with a diameter of 10 microns or less (PM<sub>10</sub>) will increase in the project area by approximately 50% by 2030 for each build alternative. In addition, while regional emissions of Mobile Source Air Toxics (MSAT's) will decrease overall by 55-65% due to federal vehicle and fuel regulations, EPA remains concerned that shifting the roadway closer to existing residents (as called for in Alternatives 1 and 3), or exposure to residents currently not near the roadway (Alternatives 4 and 6), will increase localized MSAT exposure significantly. This concern is based on the fact that near-roadway concentrations of MSATs can be several times higher than regional concentrations. EPA has concerns with the PM<sub>10</sub> and MSAT impacts to these communities, and with many of the DEIS' conclusions regarding the unreliability of modeling to determine MSAT exposure. EPA recommends additional mitigation for the PM<sub>10</sub> impacts, dispersion modeling and possible additional mitigation for MSAT impacts, and some language suggestions for the modeling conclusions, in our detailed comments, enclosed.</p> <p><b>Rating</b></p> <p>Based on EPA's review, and in accordance with our policies and procedures for reviews under NEPA and Section 309 of the Clean Air Act, EPA has rated the alternatives analyzed in this DEIS as EC-2 (Environmental Concerns – Insufficient Information). The Environmental Concerns rating indicates that the EPA review identified environmental impacts that should be avoided in order to fully protect human health or the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts. The "2" rating indicates that the DEIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment. In this case, the air quality impacts of this project on a minority and low-income population identified as disproportionately impacted, is insufficiently analyzed. The identified additional information should be included in the Final EIS. An explanation of the rating criteria is enclosed.</p> <p>2</p>		

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<div><p>EPA wishes to thank FHWA and CDOT for the many meetings in the early years of this project. We appreciate the opportunity to comment on the DEIS and look forward to working with you to resolve the issues raised in our detailed comments. If you have any questions on our comments, please contact me at 303 312-6004 or Deborah Lebow Aal, at 303 312-6223.</p><p>Sincerely,</p><div><p>Larry Svoboda Director, NEPA Program Office of Ecosystems Protection and Remediation</p></div><p>cc: Chris Horn, FHWA Randy Jensen, CDOT Region 6 Transportation Director James Bemclen, CDOT Brad Beckham, CDOT</p></div>			<div>This Attachment's comments were addressed in the supplemental Draft EIS</div>



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<div>I-70 East Highway Project DEIS Denver, CO EPA Detailed Comments</div> <div>Air Quality</div> <p>Summary: Our major concern with this project is the potential air quality impact on the minority and low-income populations this project affects. The DEIS identifies these populations as disproportionately impacted by this project, but dismisses the air quality issues as a significant impact. Emissions of particulate matter with a diameter of 10 microns or less (PM<sub>10</sub>) will increase in the project area by approximately 50% by 2030 for each build alternative. While regional emissions of Mobile Source Air Toxics (MSATs) will decrease overall by 55-65% due to federal vehicle and fuel regulations, EPA remains concerned that shifting the roadway closer to residents (as called for in Alternatives 1 and 3), or exposure to residents currently not near the roadway (Alternatives 4 and 6) will increase localized MSAT exposure significantly. This concern is based on the fact that near-roadway concentrations of MSATs can be several times higher than regional concentrations.</p> <p>Vehicle Miles Traveled (VMT) is estimated in the DEIS to be in the range of 6,565,300 miles per day for the No Action Alternative in year 2010 to over 10,000,000 for any of the build alternatives in 2030 (see DEIS p. 5.10-19), which is a very significant amount of traffic, and is relevant to the significance of the PM<sub>10</sub> and MSAT impacts. EPA has concerns with PM<sub>10</sub> and MSAT impacts to the affected communities, and with many of the DEIS' conclusions regarding the unreliability of modeling to determine MSAT exposure. EPA recommends additional mitigation for the PM<sub>10</sub> impacts, dispersion modeling and possible additional mitigation for MSAT impacts, and some language suggestions for the modeling conclusions, below.</p> <p>Particulate Matter (PM) impacts: The DEIS predicts that PM<sub>10</sub> emissions are expected to jump 50 percent by 2030 for all build alternatives (See DEIS pp. 5.10-1, 5.10-22). The DEIS states that since emissions in the study area would not exceed the NAAQS (National Ambient Air Quality Standards), there is no mitigation necessary. However, the document includes some mitigation for air emissions during construction and some during operation. These measures should be augmented to include the construction engine exhaust potential mitigation measures listed in section 8.1 of the DEIS's Air Quality Technical Report (AQTR). These mitigation measures should be listed in the FEIS and included in the Record of Decision (ROD). EPA strongly recommends that CDOT's contracts for construction contain requirements for PM<sub>10</sub> mitigation measures.</p> <p>The additional mitigation measures listed in section 8.1 of the AQTR are:</p> <ul style="list-style-type: none"><li>- Prohibit unnecessary idling of construction equipment;</li><li>- Require use of low-sulfur fuel;</li><li>- Locate diesel engines and motors as far away as possible from residential areas;</li></ul>						<div>This Attachment's comments were addressed in the supplemental Draft EIS</div> <ul style="list-style-type: none"><li>- Locate staging areas as far away as possible from residential uses; and</li><li>- Require heavy construction equipment to use the cleanest available engines or be retrofitted with diesel particulate control technology.</li></ul> <p>We also recommend inclusion of other engine exhaust mitigation measures contained in EPA's December 30, 2003 letter of scoping comments, including:</p> <ul style="list-style-type: none"><li>- Use alternatives to diesel engines and/or diesel fuels such as: biodiesel, LNG or CNG, fuel cells, and electric engines;</li><li>- For winter time construction, install engine pre-heater devices to eliminate unnecessary idling;</li><li>- Prohibit tampering with equipment to increase horsepower or to defeat emission control devices effectiveness;</li><li>- Require construction vehicle engines to be properly tuned and maintained; and</li><li>- Use construction vehicles and equipment with the minimum practical engine size for the intended job.</li></ul> <p>EPA notes that PM<sub>2.5</sub> trends were not evaluated in the DEIS. EPA recommends that any known information on PM<sub>2.5</sub> trends be added to the FEIS.</p> <p>Ozone Nonattainment (DEIS p. 5.10-2): The language in this section should be updated to reflect that the nonattainment designation was a result of a violation of the federal 1997 8-hour 0.080 ppm ozone standard and was effective on November 20, 2007. We note that a detailed plan to reduce ozone has been developed and should be referenced in the FEIS. The resulting attainment plan was approved by the State on December 12, 2008, and is expected to be submitted to EPA not later than July 1, 2009. The plan will require further reductions of ozone levels beyond what was previously required. This change should also be made on p. 5.10-26 of the DEIS.</p> <p>Additional detailed Air Quality comments are included at the end of this enclosure.</p> <p>Mobile Source Air Toxics</p> <p>Air toxics are defined as pollutants in the air that are known or suspected to cause cancer or other serious health effects, such as respiratory, neurological, reproductive, and developmental effects. MSATs are usually the largest source of air toxics of concern in urban areas. Emissions from mobile sources typically occur near the ground and are not particularly buoyant. Therefore, the largest impacts of these emissions tend to occur at receptors close to the source. A large number of studies have examined the association between living near major roads and different adverse health endpoints. Recent modeling and monitoring studies have confirmed that air toxics emissions from mobile sources remain drivers of overall air toxics risks. See, for example, South Coast Air Quality Management District's Multiple Air Toxics Exposure Study III (or the MATES III study, <a href="http://www.aqmd.gov/prdas/matesIII/matesIII.html">www.aqmd.gov/prdas/matesIII/matesIII.html</a>). For additional information on MSATs, please see EPA's MSAT website, <a href="http://www.epa.gov/otaq/toxics.htm">www.epa.gov/otaq/toxics.htm</a>.</p> <p>The likelihood of significant MSAT impacts and whether MSATs should be analyzed in</p>					

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<p>an EIS should be based on the magnitude of the project, the proximity of sensitive receptors, and how alternatives change these impacts. Shifting an alignment with high VMT closer to the affected population should merit more analysis than an emissions inventory (see above in <i>Summary</i> for VMT estimates). EPA recommends that dispersion modeling of the most significant MSATs (e.g., the six included in the DEIS) should be performed. While we are pleased to see a MSAT emissions inventory comparing alternatives, the results of dispersion modeling for the most significant MSATs would disclose important information on whether the communities affected by this project, which the DEIS identifies as low-income and minority populations disproportionately impacted by this project, are impacted by MSATs. The FEIS could then make note of changes in predicted MSAT ambient concentrations at particular locations, to provide the most appropriate mitigation measures.</p> <p>Our primary concerns with the MSAT analysis in this DEIS are that the DEIS contains no dispersion modeling for the MSATs of concern, and may not contain mitigation sufficient to address community impacts. The DEIS states that emissions for the six MSATs addressed will be decreasing and no mitigation is needed (DEIS p. 5.10-27). While it is true that overall MSATs will be decreasing due to implementation of regulations controlling emissions from mobile sources, the DEIS also shows that MSAT emissions from all the build alternatives are slightly higher than for the No Build Alternative. More importantly, because near roadway concentrations of MSATs can be several times higher than regional concentrations, shifting the roadway closer to residents can increase MSAT exposure significantly. EPA recommends that dispersion modeling be performed to assess potential impacts and any additional mitigation be outlined in the FEIS and included in the ROD.</p> <p>EPA’s additional concern with the MSAT section is that it contains concepts and language from FHWA’s February 2006 Interim Guidance on MSATs, with which EPA has consistently disagreed. We have arranged our comments to follow the DEIS section by section, as follows:</p> <p><i>Mobile Source Air Toxics, General (DEIS pp. 5.10-8 through 5.10-9)</i></p> <p>The DEIS states that because of the significant reduction in MSATs that will occur because of EPA’s 2001 regulations controlling emissions of hazardous air pollutants from mobile sources, “...EPA concluded that no further motor vehicle emissions standards or fuel standards were necessary to further control MSATs.” (DEIS p. 5.10-9) This is a misleading statement. This statement was only relevant to national emissions controls at the time of the 2001 rulemaking. The regulatory impact analysis in support of the rule clearly outlined the remaining concerns from near roadway impacts. EPA suggests that this language be removed.</p> <p><i>Unavailable Information for Project-Specific MSAT Analysis (DEIS pp. 5.10-9 through 5.10-14)</i></p> <p>The DEIS states that “...the lack of a national consensus on an acceptable level of risk and other air quality criteria assumed to protect the public health and welfare, as well as the reliability of available technical tools do not enable us to predict with confidence the project-specific health impacts of the emission changes associated with the alternatives evaluated in this</p>				<p>EIS...Due to these limitations, the following discussion is included in accordance with CEQ regulations (40 CFR section 1502.22(b)) regarding incomplete or unavailable information” (DEIS p. 5.10-9). The DEIS goes on to discuss technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts for the three steps necessary to get to a health risk assessment: emission inventories, dispersion modeling, and human health risk analysis. EPA disagrees with the conclusions reached in this section of the DEIS. There is a growing body of information regarding air toxics and their inherent health risks. While we may agree that a health risk assessment is not necessary in most NEPA analyses, there are adequate scientific bases for the risks and modeling tools for conducting emissions inventories, dispersion modeling, and human health risk analyses, which have been successfully conducted.</p> <p>The discussion on pages 5.10-12 – 5.10-13 is not relevant to using MOBILE 6.2 as a tool to predict differences in MSAT emissions for alternatives. An inventory of emissions is a very useful tool in a DEIS, and can be based on the MOBILE 6.2 model results.</p> <p>The DEIS claims that the models used by EPA are not adequate to accurately predict levels of MSATs for highway projects. The DEIS also states that “shortcomings in current techniques for exposure assessment and risk analysis preclude the ability to reach meaningful conclusions about project-specific health impacts.” (DEIS p. 5.10-13) While there are of course areas of uncertainty with any model, EPA believes that there are analytical tools available that yield credible and meaningful information for the decision-making process. EPA has been studying toxics from all kinds of sources, as they are emitted to air, water, and land for over thirty years. EPA has significant experience in interpreting the state of science, including the uncertainties, and making regulatory decisions about toxics. In addition, the Superfund program has a long history of communicating with communities about risk and the impacts of clean-up options on risk and human health. Although we recognize that these issues are new to the transportation community, EPA’s experience in these areas informs our perspective about what is possible and useful.</p> <p>EPA’s Office of Transportation and Air Quality (OTAQ) has developed <i>Modeling Ambient Air Toxics from Transportation Projects</i>, which is a technical description of air toxics analysis tools and methods for highway projects. We recommend using this document in the future for these analyses.</p> <p>In summary, the discussion in the DEIS is directed solely to why conducting health assessments of MSAT impacts from transportation projects does not make sense, and it ignores and undermines the fact that emissions inventory information and dispersion modeling can be done, is credibly done often using EPA-approved models, and can provide worthwhile information. The focus in this document on information that is unavailable or incomplete inappropriately takes the place of information that should be included to disclose the potentially significant adverse impacts from MSATs from this project.</p> <p><i>Summary of Existing Credible Scientific Evidence Relevant to Evaluating MSATs (DEIS pp. 5.10-14 through 5.10-16)</i></p>			

This Attachment's comments were addressed in the supplemental Draft EIS

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<p>The DEIS quotes toxicity information for the six priority MSATs taken from EPA's Integrated Risk Information System (IRIS) database. The purpose of quoting the weight of evidence sections from IRIS for the priority MSATs is unclear. The section is incomplete because it does not include the numerical estimates of toxicity for the cancer or non-cancer endpoints (Inhalation Unit Risk and Reference Concentration) for these chemicals and does not include information on other MSATs. Information on Inhalation Unit Risks and Reference Concentrations can be found in the tables at <a href="http://epa.gov/ttn/atw/toxsource/summary.html">http://epa.gov/ttn/atw/toxsource/summary.html</a>. EPA recommends deleting this information or providing clarification.</p> <p>The DEIS references the technical report conducted on North Denver by Gregg Thomas and Debra Bain (2007), which included a portion of the project area. The Thomas et al. report, entitled "Going One Step Beyond: A Neighborhood Scale Air Toxics Assessment in North Denver (The Good Neighbor Project)," evaluated the influence of major roadways on ambient air toxics concentrations in Metropolitan Denver. The assessment included modeling GIS-based data from CDOT, Denver Regional Council of Governments (DRCOG), and Colorado Department of Public Health and Environment (CDPHE) to predict concentrations of approximately 70 air toxics. The intent of The Good Neighbor Project was to explicitly assign onroad MSAT emissions to actual sections of roads. The results of this report indicate that small-scale, highly detailed air toxics assessments are cost-effective and can generate realistic data that match conceptual models. This report, and the rest of this paragraph (DEIS p. 5.10-16) contradict much of what has been stated in the DEIS on MSATs. A project-specific micro-scale monitoring study can be performed to accurately assess impacts of MSATs from nearby roadways, and in fact such studies have been completed for several EISs. The results from the Good Neighbor Project should be accurately reported in the FEIS. The City and County of Denver should be contacted for more information from the study.</p> <p><i>Project Level MSAT Discussion (DEIS p. 5.10-17)</i></p> <p>As stated earlier, EPA believes that, contrary to the statement made on page 5.10-17, reliable methods do exist to assess the health impacts of MSAT emissions under the project. In fact, several transportation projects have included health risk assessments in the DEIS (see, e.g., Port of Los Angeles China Basin Shipping, Port of Long Beach Middle Harbor, Schuyler Heim Bridge Replacement and SR-47 Expressway). All three of these documents included a human health risk assessment done for <i>on-road mobile sources</i>. This should not imply that EPA believes a risk assessment should be done for this project, rather, that they can be done and are being done. For this project, EPA believes that already-existing information from the Good Neighbor Project described above, as well as dispersion modeling, should be included in the FEIS.</p> <p>When the highway is widened and moved closer to residences and other critical receptors, the localized concentrations of MSATs will likely be higher for the build alternatives than existing conditions or the no action alternative. While over time regional concentrations of MSATs will decrease due to federal vehicle and fuel regulations, this does not preclude the possibility of localized increases related to this project. The magnitude of this increase should</p>				<p>have been more fully analyzed in the DEIS. While there are acknowledged uncertainties in both the local scale emissions model (MOBILE 6.2) and the available roadway dispersion models (CAL3QHC and HYROAD), these tools can provide excellent relevant information on potential impacts. The models' ability to predict relative changes in MSAT concentrations between the build and No Build Alternatives would be less affected by these uncertainties and could provide information to the public on the impact of the project.</p> <p><u>Environmental Consequences</u></p> <p><i>PM<sub>10</sub> Hot Spot Analysis:</i> The DEIS predicts increases in PM<sub>10</sub> emissions (see DEIS page 5.10-24). As stated above, mitigation should be more specific and geared towards significantly reducing PM<sub>10</sub> emissions (see above suggestions), which will consequently reduce MSAT emissions as well.</p> <p><i>Mobile Source Air Toxics (DEIS pp 5.10-24 - 5.10-26):</i> EPA commends FHWA and CDOT for including the emissions inventory information on MSATs for each alternative in the DEIS. As explained, the DEIS shows a significant decrease in MSATs from 1990 through 2030 for all six MSATs addressed, due to EPA's national emission control programs for vehicles. It also shows that there is a slight increase of emissions from the No Action Alternative as compared to any of the build alternatives, and will potentially be closer to sensitive receptors. EPA believes that more specific mitigation for this impact, particularly for sensitive receptors near the highway, may be appropriate, once dispersion modeling is performed.</p> <p><u>Mitigation</u></p> <p>As stated above in several sections, EPA is suggesting additional mitigation for both PM<sub>10</sub> impacts and potentially for MSAT impacts. For MSATs, many of the suggested mitigation measures that will reduce PM<sub>10</sub> will also reduce MSAT exposure. These are mostly geared to construction air quality impacts. There may also be opportunities to be more creative with mitigation measures. The affected communities should be consulted, and EPA is available to assist communities in the identification of mitigation measures to reduce impacts. As an example, the measures suggested in the Healthy Air for North Denver (HAND) final report (December 23, 2008) could be used to offset impacts in the community from the highway.</p> <p>Monitoring for PM<sub>10</sub>, included as a mitigation measure on p. 5.10-27 of the DEIS, could provide a valuable response mechanism regarding direct PM<sub>10</sub> emissions on the local, affected community. Monitoring may also be an appropriate mitigation measure for MSATs. EPA suggests that the FEIS provide an outline of a monitoring plan such that EPA, other Agencies, and the affected community could understand how the monitoring will be performed, identify action levels for the monitored data, and how the data will be shared with the appropriate Agencies and the community.</p> <p><u>Environmental Justice</u></p> <p>Executive Order 12898 directs Federal Agencies to identify and address, as appropriate,</p>			

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<p>“disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations” (E.O. 12898, 59 Fed. Reg. at 7630, section 1-101). The DEIS indicates that impacts of this project on minority and low-income populations will be disproportionately high and adverse compared to the general population or a comparison group. The disproportionate impacts identified in the DEIS are mostly the displacement of homes and businesses, and noise impacts. In addition to these impacts, EPA believes that the potential air quality impacts of moving the highway closer to affected receptors may be a disproportionate impact. The Air Quality section above describes both the PM<sub>10</sub> and MSAT impacts as needing further consideration. Mitigation measures to reduce these impacts should be addressed in the FEIS and ROD.</p> <p>CDOT and FHWA did an excellent job in communicating with the impacted communities along the existing I-70 corridor during the early years of this study. In fact, the DEIS states that Alternatives 4 and 6, the realignment alternatives, grew out of the concerns the communities expressed in meetings with CDOT and FHWA. EPA commends the lead agencies for listening to these concerns, and adding build alternatives to address the concerns. It appears that the communities most involved in the project prefer the selection of one of the realignment alternatives. If Alternatives 1 or 3 (not realignment alternatives) are selected, it is not clear that the newly affected communities have had an opportunity to provide input on the impacts and mitigation. The FEIS and ROD should analyze and compare the relative disproportionate impacts to the different affected communities of one alternative versus another.</p> <p>The primary disproportionate impacts identified in the DEIS are the displacement of homes and businesses, and noise impacts. EPA recommends adding to these impacts the air quality impacts of moving a highway closer to affected receptors. The Air Quality section above describes both the PM<sub>10</sub> and MSAT impacts EPA believes need to be further considered as potentially disproportionate impacts.</p> <p>The Council for Environmental Quality (CEQ) guidance entitled, <i>Environmental Justice Guidance Under the National Environmental Policy Act</i> (www.whitehouse.gov/CEQ/December 10, 1997) states that “ When an Agency has identified a disproportionately high and adverse human health or environmental effect on low-income populations, minority populations, or Indian Tribes from either the proposed action or alternatives, the distribution as well as the magnitude of the disproportionate impacts in these communities should be a factor in determining the environmentally-preferable alternative.” (CEQ Guidance p. 15) Consistent with this guidance, EPA recommends, that CDOT and FHWA look more closely at the potential adverse air quality impacts on the low-income and minority populations that may be disproportionately impacted by the project. We expect that when CDOT and FHWA identify their environmentally-preferable alternative these air quality impacts will be taken into account. In addition, EPA believes that the mitigation to reduce or avoid disproportionate impacts should be discussed in the FEIS and included in the ROD.</p> <p>The DEIS states that “During the public review and comment period for the DEIS, minority and low-income communities (as well as other members of the public) will have the opportunity to review these mitigations and propose other mitigations to reduce impacts. During</p>				<p>the development of the FEIS, additional outreach will be conducted to further develop mitigation measures for environmental justice and the community, including meetings with the Environmental Justice Compliance Committee and working groups.” (DEIS p. 5.3-35). EPA is available to participate in assisting the community with the identification of mitigation measures to reduce impacts on the affected communities. For further coordination on EPA involvement with the communities on these issues, please contact Tami Thomas-Burton at 303 312- 6581.</p> <p><b>Wetlands</b></p> <p>The EIS should include an analysis of the potential effects to wetlands along drainages, such as Sand Creek, due to the increased duration of flood flows due to the project. Although the Best Management Practices included in the DEIS include detention ponds to limit runoff to the current flood flow amounts, these ponds also increase the duration of the flood flows, which can potentially lead to increased erosion. The wetland and riparian areas along the drainages should be monitored to ensure that any indirect impacts due to the increased runoff from this project is mitigated as soon as possible.</p> <p><b>Water Quality</b></p> <p>The DEIS shows an overall increase in pollutant runoff ranging from 11% to 74%. It is not readily discernible how the Driscoll model used in the DEIS identifies the necessary locations for water quality ponds, nor is it easy to discern whether water quality standards will be exceeded. To remedy this, the FEIS should explain:</p> <ul style="list-style-type: none"><li>▪ How water quality ponds are located, designed and maintained to treat the Water Quality Capture Volume as defined by Urban Drainage and Flood Control District; and</li><li>▪ How the Driscoll model was used to compare increased loading of copper, lead, and zinc relative to water quality standards to ensure that no discharges would cause or contribute to a violation of water quality standards.</li></ul> <p><b>Energy Consumption</b></p> <p>Section 5.11 of the DEIS includes estimates of energy consumption for this project, arranged by alternative. It does not contain any specific commitments to reducing energy consumption, or promoting energy efficiency although it does include a reference to CDOT’s Environmental Stewardship Guide, and includes language to work with designers, contractors, and suppliers to implement, where appropriate, energy conservation measures. This section should identify specific requirements to address energy efficiency for the construction of this project.</p> <p><b>Greenhouse Gas Emissions</b></p> <p>EPA is pleased to see the discussion of CDOT’s commitments to reduce greenhouse gas emissions as a result of the Governors Climate Action Plan. Exhibit 5.21-17 (DEIS p. 5.21- 28)</p>			
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This Attachment’s comments were addressed in the supplemental Draft EIS



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<p>indicates that CO<sub>2</sub> emissions from highways will increase from 2005 to 2035. It is unclear whether this estimate takes into account CDOT's emission reduction measures, and if it does, EPA is concerned that CO<sub>2</sub> emissions are still increasing. We would assume that the Governor's plan expects that mitigation measures implemented for this project would result in a decrease of CO<sub>2</sub> emissions to reach Colorado's Climate Action Plan's goal of reducing greenhouse gas emissions to 20% below 2005 levels by 2020 (and 80% below by 2050). EPA recommends that the FEIS contain additional mitigation measures to address the CO<sub>2</sub> increases identified in the DEIS.</p> <p><u>Additional Technical Air Comments</u></p> <ul style="list-style-type: none"><li>• DEIS p. 5.10-1, EPA recommends that the sentence which states: "... emissions in 2030 are projected to be modestly higher (less than ten percent) for all build alternatives ..." be modified. In view of the emissions data presented in Exhibit 5.10-9 on page 5.10-21, it would benefit the public to know that emissions are projected to be higher in all the analysis years (2010, 2020, and 2030) for all pollutants evaluated when compared to the no-action alternative.</li><li>• DEIS p. 5.10-2, second full paragraph, fourth sentence should be modified to state "For this to happen the state must develop a maintenance plan that demonstrates maintenance of the standard for an initial period of at least ten years after redesignation to attainment by EPA (ref. CAA section 175A(a)). EPA must then approve the redesignation request to attainment and the maintenance plan. Once this happens, the area's designation is then changed to attainment/maintenance. Eight years after the area is redesignated to attainment/maintenance, the area must submit for EPA's approval a revised maintenance plan that demonstrates maintenance for a subsequent ten-year maintenance period (ref. CAA section 175A(b))." If the above clarification is made, the last sentence in this paragraph should be deleted.</li><li>• DEIS p. 5.10-2: References are made to the "... 8-hour ozone standard ...", which should be clarified to only be describing the 1997 8-hour (0.08 ppm) standard (and not the 2008 revised 8-hour ozone standard of 0.075 ppm.)</li><li>• DEIS p. 5.10-3, The sentence which discusses "... strong temperature inversions during the colder months" should be expanded to also discuss the stagnant air inversions that occur in the summer months which have lead to violations of the 1997 8-hour ozone NAAQS and the metro-Denver/NFR area's current nonattainment designation.</li><li>• DEIS p. 5.10-4, Exhibit 5.10-1: EPA revised the lead (Pb) standard to 0.15µg/m<sup>3</sup> which is measured over a rolling 3-month average. (ref. 73 FR 66964, November 12, 2008, effective January 12, 2009.) The exhibit should be changes to show that the lead primary and secondary standards are the same.</li><li>• DEIS p. 5.10-6, second paragraph: It would be more valuable to have the discussion of monitoring data for the current National Ambient Air Quality Standards (NAAQS) that</li></ul>				<p>are relevant to the metro-Denver area and the project (i.e., 24-hour PM<sub>2.5</sub> standard of 35 µg/m<sup>3</sup> and the 8-hour ozone standards of 0.075 ppm and 0.080 ppm.)</p> <ul style="list-style-type: none"><li>• DEIS p. 5.10-6, Exhibit 5.10-3: Several comments – the averaging times shown for the 8-hour ozone standard and the 1-hour ozone standard should be reversed (8-hour ozone standard is the 4<sup>th</sup> max. value and the 1-hour ozone standard is the 1<sup>st</sup> max. value); under the heading of "Existing NAAQS Standard" the 8-hour ozone NAAQS is now 0.075 ppm (ref. 73 FR 16436, March 27, 2008); the 24-hour PM<sub>2.5</sub> value for 2001 (68.0) is highlighted; however, exceedances for the 24-hour 35 µg/m<sup>3</sup> NAAQS are shown for 2000, 2002, 2004, 2005, and 2006, and finally, State-certified ambient air quality data are available for 2007 and should be presented in the table.</li><li>• DEIS p. 5.10-7, Exhibit 5.10-3: Several comments – the averaging times shown for the 8-hour ozone standard and the 1-hour ozone standard should be reversed (8-hour ozone standard is the 4<sup>th</sup> max. value and the 1-hour ozone standard is the 1<sup>st</sup> max. value); under the heading of "Existing NAAQS Standard" the 8-hour ozone NAAQS is now 0.075 ppm (ref. 73 FR 16436, March 27, 2008); the exceedance of the 8-hour ozone NAAQS in 2006 should also be highlighted; the 24-hour PM<sub>2.5</sub> value for 2001 and 2006 show exceedances for the 24-hour 35 µg/m<sup>3</sup> NAAQS, and finally, State-certified ambient air quality data are available for 2007 and should be presented in the table.</li><li>• DEIS p. 5.10-8: At this point in time, the Denver Regional Council of Governments (DRCOG) is required to demonstrate conformity for the motor vehicle emission budgets (MVEBs) in the attainment/maintenance plans for CO, PM<sub>10</sub>, NO<sub>x</sub> associated with PM<sub>10</sub>, the VOC component of the 1-hour ozone maintenance plan, and the NO<sub>x</sub> component of the 1-hour maintenance plan (ref. Table 4 on page 29 of the "2008 Amendment Cycle 2 DRCOG Conformity Determination" as adopted by DRCOG on January 21, 2009.)</li><li>• DEIS p. 5.10-8, paragraph entitled "Criteria Pollutants", the sentence which states that "The mobile source emission factors for PM<sub>10</sub> and SO<sub>2</sub> were taken from Table 3.4-1 Summary of VMT ..." should include a brief explanation or footnote as to why the factors from EPA's MOBILE6.2 model and AP-42 section 13.2 were not used.</li><li>• DEIS p. 5.10-20: The sentence which states that "Exhibit 5.10-9 and Exhibit 5.10-10 show the annual criteria pollutant emissions associated with the different alternatives" should be clarified. When reviewing Exhibit 5.10-10 on page 5.10-22 it is unclear what data are represented as only one graph appears and does not have a title as to the no-action or a particulate alternative. Also, the CO line in Exhibit 5.10-10 appears to be in error as for the no-action, or any of the alternatives, do the CO emissions exceed 35,000 tons per year (ref. data in Exhibit 5.10-9.)?</li><li>• DEIS p. 5.10-21, Exhibit 5.10-9: The note at the bottom of the table states that "PM<sub>10</sub> emissions include PM, NO<sub>x</sub>, and SO<sub>2</sub> from exhaust and road dust and sanding emissions." This appears inconsistent with the table above where NO<sub>x</sub>, SO<sub>2</sub>, and PM<sub>10</sub> are specifically broken out.</li></ul>			

This Attachment's comments were addressed in the supplemental Draft EIS

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<div><ul style="list-style-type: none"><li>• DEIS p. 5.10-21, Exhibit 5.10-9: On page 5.10-15 potential hazards and toxicology of particular MSATs are presented as extracted from EPA's Integrated Risk Information System. Diesel exhaust appears as "... likely to be carcinogenic to humans by inhalation from environmental exposures. Diesel exhaust as reviewed in this document is the combination of DPM and diesel exhaust gases." Based on this and other statements in the Air Quality section, a discussion should be provided regarding PM<sub>2.5</sub> and PM<sub>2.5</sub> emissions should be provided, in addition to the emission figures included in Exhibit 5.10-9, for all the analysis years (2001, 2010, 2020, and 2030.) As applicable for the other criteria pollutants, we note that EPA's MOBILE6.2 can calculate PM<sub>2.5</sub> emissions (see page 55 of the "User's Guide to MOBILE6.1 and MOBILE6.2"; EPA420-R-03-010, August, 2003.)</li><li>• DEIS p. 5.10-22: the sentence which indicates that the project should have minimal effect on O<sub>3</sub> levels should be changed to "... indicates that the project should have minimal <i>additional</i> effects on O<sub>3</sub> levels."</li><li>• DEIS p. 5.10-23: It is indicated that a CO Hot-spot analysis is not required for the No Action Alternative. EPA recommends adding a sentence explaining why the No Action Alternative is not being evaluated.</li><li>• DEIS p. 5.10-26, Exhibit 5.10-14: This Exhibit is labeled "Annual Mobile Source Air Toxics Emissions." This does not appear to be correct as these are criteria pollutant emissions data.</li><li>• DEIS p. 5.21-25: The statement that "No violations of National Ambient Air Quality Standards for pollutants have been recorded in the Denver metropolitan area since 1995" is incorrect for all six criteria pollutants and contradicts the sentence that follows, which discusses the nonattainment designation for metropolitan Denver with respect to the 8-hour 0.080 ppm NAAQS. This statement should be revised.</li></ul><p><u>Air Quality Technical Report</u></p><ul style="list-style-type: none"><li>• Pg. 3, paragraph entitled "Eight-Hour Ozone and Particulate Matter PM<sub>2.5</sub> NAAQS", second sentence which states: "... and tightening the existing eight hour O<sub>3</sub> standard." For clarity, EPA recommends this section elaborate on the prior 1997 8-hour ozone NAAQS of 0.080 ppm and the new 8-hour ozone NAAQS of 0.075 ppm (ref. 73 FR 16436, March 27, 2008, effective May 27, 2008.)</li><li>• Pg. 4, first paragraph under "Existing Conditions": This paragraph should be revised to reflect the following redesignation to attainment Federal process beginning with the fifth sentence: "For this to happen the state must develop a maintenance plan that demonstrates maintenance of the standard for an initial period of at least ten years after redesignation to attainment by EPA (ref. CAA section 175A(a)). EPA must then approve the redesignation request to attainment and the maintenance plan. Once this happens, the</li></ul></div>				<div><p>area's designation is then changed to attainment/maintenance. Also, eight years after the area is redesignated to attainment/maintenance, the area must submit for EPA's approval a revised maintenance plan that demonstrates maintenance for a subsequent ten-year maintenance period (ref. CAA section 175A(b))." Based on the above clarification, the last sentence in this paragraph should be deleted.</p><ul style="list-style-type: none"><li>• Pg. 4, second paragraph under "Existing Conditions", third sentence should be revised to read as: "Because of violations of the 1997 8-hour ozone standard, based on air quality data from 2001, 2002, and 2003, EPA designated the metro-Denver area as nonattainment in April, 2004, but deferred the effective date as the State and regional air quality agencies in metro-Denver had worked to develop a plan to address the 8-hour ozone NAAQS nonattainment issue."</li><li>• Pg. 4, second paragraph under "Existing Conditions", second last sentence: This should be revised to reflect that a detailed plan to reduce ozone has been developed by the Colorado Air Pollution Control Division, along with the Regional Air Quality Council, Denver Regional Council of Governments, and the North Front Range Metropolitan Planning Organization. The resulting attainment plan was submitted by the Regional Air Quality Council to the Colorado Air Quality Control Commission and was approved on December 12, 2008, with legislative review expected in early 2009, and as per Court settlement, submitted to EPA by not later than July 1, 2009. The plan will require further reductions on ozone levels beyond what was previously required.</li><li>• Pg. 4, second paragraph under "Existing Conditions", last sentence: For the 1997 8-hour ozone NAAQS, the metro-Denver area is nonattainment as of November 20, 2007. The metro-Denver area is attainment/maintenance for the prior 1-hour ozone NAAQS as of October 11, 2001. (This is relevant as currently, DRCOG must still demonstrate conformity to the VOC and NOx MVEBs in the maintenance plan.)</li><li>• Pg. 4, last paragraph on the page: This should be expanded to also discuss the stagnant air inversions that occur in the summer months which have lead to violations of the 1997 8-hour ozone NAAQS and the metro-Denver/NFR area's current nonattainment designation.</li><li>• Pg. 6, Table 1: EPA revised the lead (Pb) standard to 0.15µg/m<sup>3</sup> which is measured over a rolling 3-month average. (ref. 73 FR 66964, November 12, 2008, effective January 12, 2009.) The lead primary and secondary standards are the same. EPA also revised the 8-hour ozone standard to 0.075 ppm (ref. 73 FR 16436, March 27, 2008.) We note though that the prior 8-hour 0.08 ppm NAAQS is still applicable to metro-Denver as the area is designated as nonattainment for that standard.</li><li>• Pg. 8, last paragraph, last sentence: To clarify, at this point in time, the Denver Regional Council of Governments (DRCOG) is required to demonstrate conformity for the motor vehicle emission budgets (MVEBs) in the attainment/maintenance plans for CO, PM<sub>10</sub>, NOx associated with PM<sub>10</sub>, the VOC component of the 1-hour ozone maintenance plan.</li></ul></div>			
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<p>and the NOx component of the 1-hour maintenance plan (ref. Table 4 on page 29 of the “2008 Amendment Cycle 2 DRCOG Conformity Determination” as adopted by DRCOG on January 21, 2009.)</p> <ul style="list-style-type: none"><li>• Pg. 9, Table 3: The averaging times shown for the 8-hour ozone standard and the 1-hour ozone standard should be reversed (8-hour ozone standard is the 4<sup>th</sup> max. value and the 1-hour ozone standard is the 1<sup>st</sup> max. value); under the heading of “Existing NAAQS Standard” the 8-hour ozone NAAQS is now 0.075 ppm (ref. 73 FR 16436, March 27, 2008); the 24-hour PM<sub>2.5</sub> value for 2001 (68.0) is highlighted; however, exceedances for the 24-hour 35 µg/m<sup>3</sup> NAAQS are shown for 2000, 2002, 2004, 2005, and 2006, and finally, State-certified ambient air quality data are available for 2007 and should be presented in the table.</li><li>• Pg. 10, Table 3: The averaging times shown for the 8-hour ozone standard and the 1-hour ozone standard should be reversed (8-hour ozone standard is the 4<sup>th</sup> max. value and the 1-hour ozone standard is the 1<sup>st</sup> max. value); under the heading of “Existing NAAQS Standard” the 8-hour ozone NAAQS is now 0.075 ppm (ref. 73 FR 16436, March 27, 2008); the exceedance of the 8-hour ozone NAAQS in 2006 should also be highlighted; the 24-hour PM<sub>2.5</sub> value for 2001 and 2006 show exceedances for the 24-hour 35 µg/m<sup>3</sup> NAAQS, and finally, State-certified ambient air quality data are available for 2007 and should be presented in the table.</li><li>• Pg. 10, Section 5.2.2 “Mobile Sources Air Toxics”: Please refer to our comments regarding MSATs, above.</li><li>• Pg. 24, section 7.1.1 “Criteria Pollutants”, third paragraph: “The mobile source emission factors for PM<sub>10</sub> and SO<sub>2</sub> were taken from Table 3.4-1 Summary of VMT ...”; this statement should include and brief explanation or footnote as to why the factors from EPA’s MOBILE6.2 model and AP-42 section 13.2 were not used.</li><li>• Pg. 29, Figure 9: The CO line in Figure 9 appears to be in error as for the no-action alternative, none of the analysis years (2001 to 2030) exceed 35,000 tons per year of CO.</li><li>• Pg. 45, fourth bullet, paragraph which states: “PM<sub>2.5</sub> levels, which have been in compliance with the standards to date, should be watch closely ... the CAMP monitoring Station would have exceeded the standard in 2000, 2001, 2002, 2004 and 2005.” We note on page 18 potential hazards and toxicology of particular MSATs are presented as extracted from EPA’s Integrated Risk Information System. Diesel exhaust appears as “... likely to be carcinogenic to humans by inhalation from environmental exposures. Diesel exhaust as reviewed in this document is the combination of DPM and diesel exhaust gases.” Based on this and other statements in the Air Quality Technical Report, it would be appropriate that a discussion should be provided regarding PM<sub>2.5</sub> and that PM<sub>2.5</sub> emissions should be provided, in addition to the emission figures for all the analysis years (2001, 2010, 2020, and 2030.) As applicable for the other criteria pollutants, we note that EPA’s MOBILE6.2 can calculate PM<sub>2.5</sub> emissions (see page 55 of the “User’s Guide to</li></ul>				<p>MOBILE6.1 and MOBILE6.2”; EPA420-R-03-010, August, 2003.)</p> <ul style="list-style-type: none"><li>• Pg. 48, fifth bullet at top of page which states: “Monitoring for PM<sub>10</sub>, which will allow for the real-time modification or implementation of various dust control measures.” This type of potential mitigation measure will provide a valuable response mechanism regarding direct PM<sub>10</sub> emissions on the local, affected community. Therefore, it would be appropriate to provide an outline of the monitoring plan such that EPA, other Agencies, and the affected community understand for example; how the monitoring will be performed, identify action levels for the monitored data, and how the data will be shared with the appropriate Agencies and the community.</li><li>• Pg. 48, under the heading “Other potential mitigation strategies designed to reduce engine exhaust emissions during construction,” we suggest inserting other potential engine exhaust mitigation measures contained in our December 30, 2003 letter of scoping comments including:<ul style="list-style-type: none"><li>- Use alternatives to diesel engines and/or diesel fuels such as: biodiesel, LNG or CNG, fuel cells, and electric engines.</li><li>- For winter time construction; install engine pre-heater devices to eliminate unnecessary idling.</li><li>- Prohibit tampering with equipment to increase horsepower or to defeat emission control devices effectiveness.</li><li>- Require construction vehicle engines to properly tuned and maintained.</li><li>- Use construction vehicles and equipment with the minimum practical engine size for the intended job.</li></ul></li></ul>			
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Comments			Responses to Comments
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<p><b>U.S. Environmental Protection Agency Rating System for Draft Environmental Impact Statements</b></p> <p><b>Definitions and Follow-Up Action*</b></p> <p><b><u>Environmental Impact of the Action</u></b></p> <p><b>LO - - Lack of Objections:</b> The Environmental Protection Agency (EPA) review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.</p> <p><b>EC - - Environmental Concerns:</b> The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts.</p> <p><b>EO - - Environmental Objections:</b> The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no-action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.</p> <p><b>EU - - Environmentally Unsatisfactory:</b> The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).</p> <p><b><u>Adequacy of the Impact Statement</u></b></p> <p><b>Category 1 - - Adequate:</b> EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.</p> <p><b>Category 2 - - Insufficient Information:</b> The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.</p> <p><b>Category 3 - - Inadequate:</b> EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the National Environmental Policy Act and or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.</p> <p><small>* From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment. February, 1987.</small></p>			<p>This Attachment's comments were addressed in the supplemental Draft EIS</p>

Comments

Source: Submittal

Document Number: 850

Name: Denver Councilwoman Deborah Ortega

B

Questions on I-70 | Response to the SDEIS  
City and County of Denver’s Guiding Values and Vision for I-70  
The City’s guiding values and vision for I-70 are based on (a) citywide planning provisions and policies, (b) commitment to restoring communities damaged by past decisions, and (c) neighborhood planning principles.  
*City Planning Principles.* Elyria and Swansea are “areas of change” and therefore communities in which we want to build on existing housing and community assets – not tear them down. As designated environmental justice neighborhoods, they are places where we need to focus on restoring the environment, social amenities, and prosperity. Health and well-being should be better as a result of investments, not worse. In the end, these neighborhoods should become more vibrant places in which to live, work, and play.  
*Environmental Justice.* These neighborhoods have yet to fully recover from the damage of locating I-70 along 46<sup>th</sup> Avenue more than 50 years ago. The State of Colorado, as well as the City and County of Denver have an obligation to right the wrongs of the past, as well as to “do right” by these communities with current decision and investments.

C

*Neighborhood Planning Principles.* Important for the neighborhoods’ voices to be heard – and for the City and the State to listen. Elyria and Swansea are to be (a) connected, (b) strong, (c) healthy, and (d) unique. Connections within the neighborhoods, as well as to adjacent communities, should be more complete than they are today. These neighborhoods are ripe for infill and redevelopment that lifts up existing social networks and makes them more complete communities. Air pollution and greenhouse gas emissions must be reduced to make air quality better than it is today. Streets and parks need to be safe and walkable. These neighborhoods are rich in their history and culture – that needs to be reinforced and not further eroded.

D

*Guiding Values for I-70.* These are re-emerging communities that require improved connectivity. New neighborhoods centers and gathering places are important for creating complete communities. The rehabilitation of I-70 needs to engage 21<sup>st</sup> century mobility solutions, that fits the context of a fragile urban environment. The highway should be neither “under-sized” nor “over-sized.” It is important that we “right-size” the freeway footprint – to preserve the neighborhoods, while also achieving mobility functions.

E

City of Denver Policies  
While we recognize that interstate highways are operated under federal and state policy frameworks – the I-70 highway is also located within the City and County of Denver and the DRCOG region. Any rehabilitation of I-70 needs to demonstrate how it helps to advance regional and city policy as well.  

- The City and County of Denver has established goals to (a) achieve mode splits that benefit transit and alternatives to driving alone, and (b) to promote the movement of people over and against the movement of vehicles.  
What strategies or programs are incorporated in the I-70 East project to (1) reduce vehicle travel, especially driving alone, and increase transit use, and (2) focus on improving the mobility of people rather than the movement of vehicles?

Responses to Comments

B

Comment noted.

C

Comment noted.

D

Comment noted.

E

The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70 in the project area. Transit and highway elements of the project were separated in June 2006. For more information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  
  
The proposed Preferred Alternative is consistent with Denver’s bike plan. For information on walkability and bicycle route improvements, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  
  
The concern about changes in driving patterns was adequately addressed in the Final EIS. For information regarding consideration of changes in the driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  
  
TDM/TSM strategies, which are programs designed to reduce travel demand and improve the use of the current transportation system, while reducing the need for major capital investment are included in Chapter 3, Summary of Project Alternatives in the Final EIS. CDOT has been coordinating with and will continue coordinating with both agencies throughout the process to develop the best solution for the corridor.



Comments			Responses to Comments
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F		2. <i>The City and County of Denver has established goals and objectives to address climate change, with a commitment to reduce greenhouse gas emissions.</i> Given that transportation-related activities are among the primary contributors to greenhouse gases in the Denver region, what strategies or programs are incorporated in the I-70 East project to measurably lessen vehicle miles driven and substantially reduce greenhouse gas emissions that contribute to climate change?	<b>F</b> To help address the global issue of climate change, USDOT is committed to reducing greenhouse gas emissions from vehicles traveling on our nation’s highways. USDOT and EPA are working together to reduce these emissions by substantially improving vehicle efficiency and shifting toward lower carbon-intensive fuels.  At the state level, there also are several programs underway to address transportation greenhouse gases. The Governor’s Climate Action Plan, adopted in November 2007, includes measures to adopt vehicle carbon dioxide emissions standards and to reduce vehicle travel through transit, flex time, telecommuting, ridesharing, and broadband communications. CDOT also issued a Policy Directive on Air Quality in May 2009. This Policy Directive and implementation document—the CDOT Air Quality Action Plan—address unregulated MSATs and greenhouse gases produced from Colorado’s state highways, interstates, and construction activities.  For details on state and federal programs to reduce greenhouse gases from transportation projects, see Attachment J, Air Quality Technical Report.
		3. <i>The City and County of Denver is committed to reducing exposure of all residents to environmental pollution that is related to transportation activity.</i> What strategies or programs are incorporated in the I-70 East project to fully eliminate exposure to transportation-related pollution by residents, school children, workers, and visitors in neighborhoods adjacent to I-70? What specific actions will CDOT take to measurably improve health and wellness in adjacent communities above conditions that exist today?	
G			
H		4. <i>The City and County of Denver distinguishes between various uses of land and has different standards for infrastructure in different land use districts.</i> What strategies or programs are incorporated in the I-70 East project to ensure that the rehabilitated facility fully fits a residential context when it passes through residential neighborhoods.	<b>G</b> CDOT cannot commit to fully eliminate exposure to transportation related pollutions; however, CDOT has been working with residents and stakeholders to develop mitigation measures to alleviate impacts caused by the expansion of the highway.  Many mitigation measures have been identified in the Final EIS to offset the impacts of the project. For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
I		<u>Alternatives to Adding Lanes to I-70</u> 1. Please provide information on all analysis performed by CDOT on options that would meet future travel demand without adding lanes beyond the current 6-lanes along I-70.	<b>H</b> CDOT has worked with Denver and stakeholders to develop Aesthetics and Design Guidelines for the corridor. These can be found in Attachment O of the Final EIS. CDOT will continue to collaborate with Denver and the community through final design and construction to ensure the facility fits within the context of the area.
		2. We request that CDOT fully evaluate the following transportation alternatives along the full I-70 corridor (between DIA and Wheat Ridge/Golden – including the tandem facility of I-270/I-76).	
J		a. Investments in alternative travel, including, but not limited to, the following: <ul style="list-style-type: none"><li>• Additional train service on RTD’s FasTracks East Line</li><li>• Additional bus service on RTD surface routes in northeast metro Denver</li><li>• Introduction of additional transit rail lines in northeast metro Denver – per MetroVision 2035</li><li>• Introduction of CDOT’s proposed high-speed rail-line from Golden to Denver Union Station and to DIA</li><li>• Retaining 6-lanes for general purpose travel along I-70, but introducing lanes 7 and 8 for freeway bus rapid transit only – with freeway station stops in Elyria and Swansea</li></ul>	<b>I</b> In order to meet future travel demands in the project area, additional capacity is necessary. For information on how the traffic forecasting model was determined for this project, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  More than 90 alternatives were considered during the EIS process. For information on the alternatives considered throughout the EIS process, please see Chapter 3, Summary of Project Alternatives, and Attachment C, Alternatives Analysis Technical Report of the Final EIS.  <i>Responses continue on the following page.</i>
		b. Transportation demand management strategies <ul style="list-style-type: none"><li>• Introduction of intelligent transportation technology – including variable speed limits, variable lanes (i.e., general purpose to HOV and back), truck restrictions,</li></ul>	



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J		<div>information on real time travel options (i.e., parallel routes through the corridor), pre-trip information, in-vehicle information</div> <ul style="list-style-type: none"><li>• Non-tolled high-occupancy vehicle lanes (HOV) for car-sharing, ride-sharing, freeway bus rapid transit</li></ul> <div>c. Investments in “tandem” facilities as an alternative to adding lanes to I-70<ul style="list-style-type: none"><li>• Add lanes to I-270/I-76 in the future, instead of to I-70</li><li>• Invest in improving local surface street network, instead of adding lanes on I-70 (i.e., removing trips from I-70 reduces the demand on that roadway)</li><li>• e.g., 56<sup>th</sup> Avenue (Pena to Colorado), 52<sup>nd</sup> Avenue (Colorado to Brighton) 48<sup>th</sup> Avenue (Quebec to Colorado), Smith Road and 40<sup>th</sup> Avenue, Colorado Boulevard (from interchange with Vasquez in Commerce City to I-70), Brighton Boulevard (to 52<sup>nd</sup> Avenue)</li></ul></div>	<div>J</div> <p>CDOT is responsible for maintaining the highway system throughout the state. Additional transit services in this area and improvements to local street network are outside of CDOT’s jurisdiction; they fall within RTD’s and Denver’s jurisdiction. However, CDOT has been coordinating with Denver and RTD to align the I-70 project with their future plans to minimize impacts to their facilities.</p> <p>For more information on consideration of multi-modal forms of transportation, walkability and bicycle route improvements, and changes in driving patterns, please see TRANS1, TRAN2 and TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>TDM/TSM strategies, which are programs designed to reduce travel demand and improve the use of the current transportation system, while reducing the need for major capital investment are included in Chapter 3, Summary of Project Alternatives in the Final EIS.</p> <p>The Final EIS adequately analyzes the concern about widening the highway to 10 lanes. For information on the need to widen the highway to 10 lanes and how the traffic forecasting model was determined, please see GEN3 and TRANS 5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The I-270/I-76 Reroute Alternative was eliminated because it does not address the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
	K	<div>3. We request a comprehensive look at mobility and accessibility solutions throughout northeast and northwest metro Denver that considers all modes of travel and addresses an integrated network – i.e., more than the incremental consideration of the viaduct portion. The current piecemeal approach has resulted in a CDOT proposal for a 1.8 mile segment that is over-engineered, over-designed, and over-priced in an area where the proposal is out-of-context, removes critical housing stock, further separates families and neighbors, is detrimental to community development, and increases exposure to transportation-related pollution.</div>	<div>K</div> <p>The purpose of the I-70 East project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70.</p> <p>The EIS for the I-70 project began in 2003. Since this time, more than 90 alternatives have been evaluated as part of the NEPA process. The study has lead to the identification of the Partial Cover Lowered Alternative, Managed Lanes Option as the Preferred Alternative, which is evaluated in the Final EIS.</p>
L	<div>4. We request that CDOT develop an alternative solution that stays within the current 118’ right-of-way through Elyria and Swansea and does not remove any houses or businesses. If such a solution requires CDOT to pursue variances and deviations (as was the case for portions of the TREX project) then we ask the Department to pursue those changes immediately. We question why a situation has been created where we are forced to consider a trade-off between (a) engineers’ desire for lane width and speed, versus (b) livability in Elyria and Swansea – i.e., environmental justice communities that have already experienced damage from I-70 being located there.</div> <div>5. Isn’t adding lanes to address congestion, like getting a bigger belt for obesity? Where does it stop? Don’t additional lanes simply induce demand? Building the trench for future lane additions may have some logic at first glance, but ultimately results in bleak future scenario of more and more driving, more and more vehicles, and more and more exhaust.</div>	<div>L</div> <p>There are no alternatives that can address the purpose and need of the project while staying within the current right-of-way, including the No-Action Alternative. For information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The concern about the need to widen the highway to 10 lanes and changes in driving patterns was adequately addressed in the Final EIS. For information on the need to widen the highway to 10 lanes, please see GEN3 and TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	
	M	<div><u>Forecast Increases in Traffic Volume</u></div> <div>1. Please run your model using revised travel forecast numbers that factor in national, state, and local information on the reduction in vehicle miles traveled we have seen both per capita and cumulatively.</div>	<div>M</div> <p>Travel forecasting was adequately considered in the Final EIS. For information on traffic forecasting for this project, please see TRANS5, TRANS6, and TRANS7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

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M		2. Please run your model using revised travel forecast numbers based on land use patterns that are more compact and focused in and around station areas, including rail stations, and major bus corridors. (We understand that bus routes can be revised, but major bus corridors along the region’s thoroughfares are likely to increase in importance to accommodate future development and mobility.)	
		3. Please run your model using revised information on other modes of travel through the I-70 corridor, including high-capacity transit, local and regional transit, bicycling and walking in transit station areas.	
N		<u>Managed Lanes</u>	<p><b>N</b> There are no alternatives that can address the purpose and need of the project while staying within current right-of-way, including the No-Action Alternative. For information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The traffic analysis performed on I-70 shows that adding two managed lanes in each direction to the existing 3 general-purpose lanes results in the most desirable traffic flow in the corridor.</p> <p>With the Managed Lanes Option there will be 3 general-purpose lanes which will be open to all vehicles free of charge. CDOT cannot convert existing general-purpose lanes to toll lanes.</p> <p>The concern about identifying the Managed Lanes Option as the preferred option was adequately addressed in the Final EIS. For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The concern about property impacts relating to Managed Lane Options was adequately addressed in the Final EIS. For information on property impacts related to the Managed Lanes Option, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Based on traffic projects from the DRCOG travel demand model, the 2035 traffic volumes on the portion of I-70 between I-25 and I-270 will require the addition of two new lanes in each direction of I-70 to accommodate the traffic demand for this highway. In an effort to preserve this new capacity for the long term and in order to provide motorist with choices where they can experience a more reliable trip travel time along the entire stretch of I-70 in the study area, the project is recommending that the new capacity be managed. The Preferred Alternative does include direct connections to I-270 in the future to allow for the extension of the managed lanes and to provide for more system to system connectivity.</p> <p>HOV with 3+ passengers will be able to travel in the managed lanes for free, which will encourage ridesharing and reduces VMTs.</p>
		1. Please analyze other pricing programs that do not involve building a “freeway” within a “freeway” – especially within the narrow footprint of existing residential neighborhoods between Colorado Boulevard and Brighton Boulevard. Expanding the right-of-way from 118 feet to 315 feet between Colorado and Brighton to introduce 4 managed lanes is unacceptable.	
		2. We understand it is a high bar to make the case for introducing “pricing” on a facility that currently provides so-called “free” general purpose lanes. Nevertheless, we ask that you model a “full system” tolling concept for 6-lanes and for 8-lanes – with variable pricing on all lanes. If this results in a solution that is better for Elyria and Swansea, better for Denver, and better for mobility – we should then take the necessary steps to pursue that solution. We are supportive of having a broader conversation on tolling and user fees in the State of Colorado. The current managed lane proposal requires too much right-of-way, is an over-engineered concept, and dramatically increases the costs for the I-70 project.	
O		3. There is a great deal of debate and question on the long-term benefit of managed lanes. To that end, we request that CDOT limit the study of managed lanes only to that section of I-70 between DIA and I-270. Any extension of managed lanes beyond that I-70/I-270 interchange should be developed along the I-270 route to connect with US-36 – but not extend west along the I-70 corridor beyond I-270.	<p><b>O</b> Elimination of frontage roads will result in operational issues for local traffic and will force truck traffic further into the neighborhoods. CDOT has extensively coordinated with Denver regarding the design of the frontage roads.</p> <p>CDOT doesn’t have jurisdiction of local road network and there are no improvements planned as part of this project on 52nd Avenue.</p>
		4. We would be open to evaluating a high-occupancy vehicle (HOV) lane from I-270 to Brighton Boulevard – as long as it did not require expanding the footprint of the roadway beyond its current 118’ width.	
		<u>Frontage Roads</u>	
		• We request that CDOT eliminate frontage roads immediately adjacent to I-70 and focus instead on working with the City to provide improved east-west travel on near-by local streets that already exist. By improving existing streets, there is not a need to take additional homes. For example, the section of I-25 that runs east-west between Colorado Boulevard and University Boulevard does not have a service road on the north side of the highway. Rather, the existing	



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<div>O</div> <div>P</div> <div>Q</div> <div>R</div> <div>S</div> <div>T</div>	<div>Mexico Avenue serves as an east-west connector that parallels I-25 through that portion of town.</div> <div><div></div><div><ul style="list-style-type: none"><li>We request that 47<sup>th</sup> Avenue take the place of a parallel east-west frontage road to the north of I-70. We also request that an expanded 52<sup>nd</sup> Avenue from Colorado Boulevard to Brighton Boulevard serve as a kind of ring road to bring traffic around the Elyria and Swansea neighborhoods to the redevelopment stock yard grounds and the Brighton Boulevard interchange.</li></ul></div></div>		<div><div>P</div><div>Funding will be provided to offset the loss of some residential units in the neighborhood. For more information on the replenishment of housing stock in the impacted neighborhood, please see PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>Q</div><div>The highway design has included multiple measures to minimize impacts to the adjacent neighborhoods. Efforts moving forward will continue to look for opportunities to lessen impacts from the construction and will consider potential design variances as appropriate.</div></div> <div><div>R</div><div>There are no alternatives that can address the purpose and need of the project while staying within current right-of-way, including the No-Action Alternative. For information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>CDOT has been coordinating with Denver and local non-profit groups related to housing replacement and mitigation.</div></div> <div><div>S</div><div>Comment noted.</div></div> <div><div>T</div><div>The Preferred Alternative includes an overall approach to design and construction that would not preclude the construction of a second cover over the highway from west of the Steel Street/Vasquez Boulevard interchange to east of Cook Street. For information on the Preferred Alternative’s cover and the possibility of a second highway cover, please see PA1, PA2 and PA8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 2 of Attachment Q.</div></div>
	<div><div>Housing</div><div><ul style="list-style-type: none"><li>We understand that CDOT is authorized to buy out properties and pay fair value to owners. However, Elyria and Swansea play an important and unique role in the City and County of Denver, if not the entire metro Denver region, in the type of housing that exists in these neighborhoods. The housing stock is general solid and in a very good state. It cannot be replicated elsewhere at the same quality and at the same price. Removing homes in Elyria and Swansea will have a negative effect on housing supply and cost in a housing market that already at a crisis point for lower income families and individuals.</li></ul></div></div>		
	<div><div><ul style="list-style-type: none"><li>These are tight-knit communities, with multiple generations of families calling these neighborhoods home, with higher than average home-ownership rates. Preserving, reinforcing, and revitalizing these neighborhoods should be the highest priority. Any highway rehabilitation project then needs to fully respect that context and be designed to harmonize with these reemerging neighborhoods.</li></ul></div></div>		
	<div><div><ul style="list-style-type: none"><li>First, CDOT needs to provide an alternative to its current proposal that does not result in removing families from Elyria and Swansea. The rehabilitation of the highway must stay within the current 118 foot footprint.</li><li>Secondly, we request that the State of Colorado, work with housing groups familiar with Elyria and Swansea, to understand the housing future in these neighborhoods, and craft a long-range housing vision and implementation plan. The solution must make these neighborhoods more vibrant and healthier than they are today – without disrupting the family and community networks that exist there today. CDOT needs to advance a solution that lifts up the community – not buying out households one-by-one.</li></ul></div></div>		
	<div><div><ul style="list-style-type: none"><li>We should as concerned, if not more so, with saving the homes of children who attend Swansea school, as we are with improvements to the school and its grounds.</li></ul></div></div>		
	<div><div><div>Lids and tunnel</div><div><ul style="list-style-type: none"><li>The deck that has been advanced for covering Vasquez and Steele is a more critical necessity regarding city-building and place-making than the CDOT proposed cover at Swansea School. The</li></ul></div></div></div>		



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T		city's planning goals and principles for Elyria and Swansea calls for reinvestment through infill and redevelopment. At 46 <sup>th</sup> and Steele – you are at the midpoint of the Swansea neighborhood – 700 families to the north and 700 to the south. This area cries out to re-emerge as the town center for Swansea – a location to redevelopment with new services, businesses and attractions that will seam Swansea together again.	
U		<ul style="list-style-type: none"><li>We request that CDOT consider an alternative with fewer lanes and narrower shoulders from Vasquez to Brighton and cover that entire stretch with a deck – with state-of-the-art ventilation returning cleaner, filtered air into the neighborhoods. Such an alternative would reintroduce full connections to families living on both the south side and the north side of the current viaduct. Portions of a reconnected 46<sup>th</sup> Avenue could be built directly on the deck – eliminating the need to take additional houses for frontage roads.</li></ul>	<p><b>U</b> Putting a cover on the highway from Brighton Boulevard to Steele Street/Vasquez Boulevard interchange is not feasible. Including a cover west of York Street will result in vertical profile conflicts with 46th Avenue and Brighton interchange ramps. Also extending the highway cover beyond 1000 feet will require additional fire, safety, and ventilation facilities for tunnels which will cause additional impacts to the surrounding areas.</p> <p>There is a possibility for a second cover to be constructed as a separate project. For information on the possibility of a second highway cover, please see PA8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
V		<p>47<sup>th</sup> &amp; York underpass</p> <ul style="list-style-type: none"><li>We request as part of providing benefits back into these environmental justice neighborhoods, that CDOT to be fully responsible for investing in grade separation improvements at 47<sup>th</sup> and York to provide a safe connection for motorists, bicyclists, and pedestrians to get from Elyria to Swansea (and the Swansea school) without having to cross rail tracks at grade.</li></ul>	<p><b>V</b> The Steele Street/Vasquez Boulevard interchange is included in the Preferred Alternative as described in the Final EIS. For information on changes to the 47th Avenue and York Street intersection, please see TRANS3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

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SOCIAL JUSTICE AND ENVIRONMENTAL JUSTICE comments		
W	<b>LOAN + LID ≠ SOCIAL JUSTICE</b>	
	In reviewing the [3-volume, 1000+ page] SDEIS documents for I-70 East, we find only two relevant items put forward by CDOT to address social and environmental justice: (1) the creation of a loan program for residents affected by I-70 pollution to pay for their own home improvements to insulate and filter their own homes, and (2) the so-called “lid” south of the Swansea School site.	
	Please clarify if there are other social justice or environmental justice aspects of the alternative.	
	<u>Comment 1:</u> We request that CDOT explain how these two items satisfy the intent and directives of the Presidential Executive Order 12898 (1994) and related Presidential Memorandum (1994) addressing environmental justice.	
X	Time and again, members of the community, including community organizations and their leadership, as well as elected representatives have asked for CDOT and its partners to directly address “fair treatment” and “meaningful” public contribution and identify meaningful environmental justice investments in the community.	
	<b>LOAN PROGRAM FALLS SHORT FOR ENVIRONMENTAL JUSTICE</b>	
Y	<u>Comment 2:</u> Please explain how a loan program for residents themselves to take on the financial burden of insulating their own homes is considered “fair treatment” or the result of “public contribution” under environmental justice guidelines? How would such a program not result in putting a financial burden on the victim, that is, the impacted resident and their family?	
	<u>Comment 3:</u> If CDOT were pursuing a project that would result in a pollution-exposure impact on a home or building in a community that was <i>not</i> an environmental justice community, what would be CDOT’s action (or tools) in that instance to reduce pollution exposure in the home or building?	
Z	<b>PAST DAMAGE TO ENVIRONMENTAL JUSTICE NEIGHBORHOODS</b>	
	<u>Comment 4:</u> Federal environmental justice expectations discuss damage from past decisions for projects in environmental justice communities. What steps is CDOT taking to address past damage to Elyria and Swansea (which are identified by EPA as environmental justice communities) as a result of siting and operating I-70 along its current alignment for more than 50 years? Please cite where CDOT’s alternative corrects past damage inflicted on these environmental justice neighborhoods.	
	CDOT’s management has stated the following in public meetings: “We acknowledge that we have impacted these neighborhoods in the past.” “We want this project to be the last time we impact these neighborhoods.”	
	Here is how that official messaging sounds to the communities: “Yes, we (CDOT) damaged your neighborhoods once; we’re just going to go in and damage them again one more time.” (And from the perspective of the neighborhoods, one could insert much more colorful language in place of the word “damage.”)	
W	Environmental Justice was adequately addressed in the Final EIS. For information on Environmental Justice, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Also, Section 5.3, Environmental Justice in the Final EIS outlines mitigation measures as related to environmental justice issues. Additional mitigation measures related to these issues can be found in Section 5.2, Social and Economic Conditions in the Final EIS.	
X	Text has been updated in the Final EIS to better refine Environmental Justice mitigation measures. Loan programs will not be offered for home improvements; however, CDOT is proposing to mitigate for project impacts during construction by providing residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—interior storm windows and two free portable or window-mounted air conditioning units with air filtration and assistance for the potential additional utility costs during construction. Additional detail can be found in Section 5.3, Social and Economic Conditions of the Final EIS.	
Y	CDOT is going above and beyond the standard mitigation measures for this community as a result of this project. CDOT’s standard mitigation consist only of traditional BMPs, such as covering loads, regular street sweeping, etc. If this project was not in an environmental justice community, items such as the cover with the associated urban landscaping, interior storm windows, air conditioning units with air filtration and utility assistance, funding some replacement low-income housing units, facilitation of local hiring preferences, providing funding towards fresh food access, and the extensive school mitigation measures would not be included.	
	For a full list of additional proposed mitigations, please see Section 5.3, Environmental Justice of the Final EIS. Standard mitigations are included in each of the resource sections in Chapter 5.	
Z	The Partial Cover Lowered Alternative was developed to reconnect the Elyria and Swansea Neighborhood by removing the viaduct and placing the highway below ground level with a cover that will include urban landscaping. For information on the Preferred Alternative highway cover, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	



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A1		<p><u>Comment 5:</u> We request CDOT to explain how “impacting these communities one last time” advances environmental justice.”</p>	<p><b>A1</b> This language has not been used in the Supplemental Draft EIS or Final EIS.</p>
B1		<p><u>Comment 6:</u> We request CDOT to develop an alternative that does not result in additional environmental, physical, social or economic impacts in these environmental justice neighborhoods, and intentionally invests in repairing past damage in tangible and measurable ways.</p>	<p><b>B1</b> The alternatives being evaluated were developed to avoid some impacts, minimize others, and mitigate all the remaining impacts that could not be avoided or minimized. Additionally, these alternatives provide benefits, as discussed Section 5.3, Environmental Justice in the Final EIS.</p>
C1		<p><b>LID AT THE SCHOOL</b></p> <p><u>Comment 7:</u> Regarding the “lid” at the Swansea School site, CDOT has stated that is a unique aspect of the project to address justice. There has not been much observable enthusiasm or support from the residents. We request that CDOT provide more specific information on what exactly the lid is proposed to be.</p> <p>If CDOT were dealing with a school or other public facility so close to a roadway project in a non-environmental justice neighborhood, wouldn’t CDOT also provide for separation of the school and roadway in that setting as well? If the lid at Swansea School separates the highway from the school, it would seem that is necessary for CDOT to pursue, not because of environmental justice, but because CDOT has chosen to rehabilitate I-70 along its current alignment so close to the school.</p> <p>The lid should not be considered a specific environmental justice investment in the neighborhood. Rather it is necessary given the location and alignment CDOT has chosen for its project.</p> <p><u>Comment 8:</u> We request CDOT to explain, if they had a school next to a roadway in a well-to-do neighborhood, would they not have to properly separate that school from the highway in that setting? If so, then how can providing the same type of solution in an environmental justice neighborhood be considered to be an environmental justice investment?</p>	<p>There are no alternatives that can address the purpose and need of the project while staying within current right of way, including the No-Action Alternative. For information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>C1</b> CDOT participated in a “cover planning” process with Denver and DPS to identify more specific information about what might be placed on the cover. Additional information on the results of the cover planning can be found in Attachment P, Cover Planning in the Final EIS. Community members engaged in this process to help identify the needs of the neighborhood with regard to the cover. The cover was identified as an environmental justice mitigation measure because it alleviates the impacts to the environmental justice communities by providing additional community space and connectivity within the neighborhood.</p> <p>Impacts to communities from highway projects are analyzed separately depending on the project. Providing the type of mitigation the cover provides, in this instance, isn’t required by law. The cover is included as a mitigation measure to alleviate impacts to the environmental justice populations in the Swansea neighborhood. To clarify, the cover is not being implemented to separate the school and the highway; it is being implemented to provide mitigation for impacts to school recreation facilities and to promote a seamless, safe connection between the school and the cover while reconnecting the neighborhood. As an example of a recent project in close proximity to a school, the TREX project improved the highway near South High School and no cover was included in that area. Separation is typically provided by fencing to ensure safety.</p>
D1		<p><b>VENTILATION, AIR POLLUTION AND HEALTH</b></p> <p><u>Comment 9:</u> We reject the resistance from CDOT to build the highway lid any longer than 900 feet. We understand that 900’ is the distance beyond which a ventilation system becomes a necessary part of the project. While we understand the additional cost of ventilation to the overall project, we nevertheless request that CDOT intentionally invest in a solution to remove further air contaminants from the Elyria and Swansea environmental justice neighborhoods. These neighborhoods are already exposed to pollution and CDOT owes it to these neighborhoods to invest in a system that cleans transportation-related pollutants.</p>	<p><b>D1</b> Through coordination with Denver, the cover is now proposed to be just under 1,000 feet in length.</p>
E1		<p><u>Comment 10:</u> We request that CDOT develop an alternative to the “partial cover” proposal, which includes a state-of-the-art ventilation system for the entire below-grade portion of a lowered I-70. We also reject CDOT’s resistance to fully burying the entire stretch of I-70 through Elyria and Swansea from Adams Street to High Street. Again, the federal guidance on environmental justice would support that it is not only reasonable, but also highly ethical, for CDOT to deck the entire 16-block area below-grade portion of the highway, with state-of-the-art ventilation.</p>	<p><b>E1</b> Putting a cover on the highway from Brighton Boulevard to Steele Street/Vasquez Boulevard interchange is not feasible. Including a cover west of York Street will result in vertical profile conflicts with 46th Avenue and Brighton interchange ramps. Also extending the highway cover beyond 1000 feet will require additional fire, safety, and ventilation facilities for tunnels which will cause additional impacts to the surrounding areas.</p>
F1		<p><b>DECK AT STEELE STREET – COMMUNITY BUILDING AND ENVIRONMENTAL JUSTICE</b></p> <p><u>Comment 11:</u> On the other hand, the full deck proposed at Vasquez and Steele under the 2013 so-called “Denver option” would be a very favorable environmental justice investment in these environmental justice neighborhoods. Separating the highway from the community at that location creates an</p>	

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F1		<p>extremely important opportunity to seam together the 700 families in Swansea north of I-70 and the 700 Swansea families south of I-70. The Steele Street deck is perhaps the most important catalyst the state and the city should invest in to provide these environmental justice communities a new foundation for rebuilding their damaged neighborhoods. The deck at Steele Street is critical for creating a new central place for Swansea – a place for redevelopment of services, homes, and businesses – a place to heal the community from damage inflicted 50 years ago.</p> <p><u>Comment 12:</u> A deck at Steele Street would truly be an environmental justice investment – we believe the lid at the school is simply a necessity of location, and is questionable as environmental justice. We request CDOT to prioritize a deck at Steele Street as an environmental justice investment.</p>	<p><b>F1</b> The proposed cover within the Preferred Alternative was developed in response to the community’s concerns to reconnect Elyria and Swansea Neighborhood. For information on the Preferred Alternative’s cover, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The possibility of a second cover is not precluded with this project. For information on the possibility of a second highway cover, please see PA8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
		<p><b>CDOTs VALUES ≠ COMMUNITY VALUES   IDENTIFYING A PATH FORWARD</b></p> <p><u>Comment 13:</u> There are two conflicting value systems in this process, and we request CDOT and its partners to work to understand these conflicting values – we offer that only when CDOT comes to understand those different values, will it be able to go forward with a solution that does not further damage these neighborhoods.</p> <p>CDOT’s value system, if we can summarize from the SDEIS, is focused on movement – i.e., movement of commuters, goods, tourists, etc. And we have heard CDOT leadership lift up reducing “travel time” as a core value.</p> <p>The value system of the neighborhoods is the following: we are a cohesive and close-knit community of families and friends. We value being a neighborhood called Elyria and we value being a neighborhood called Swansea. We also value making our neighborhoods more complete – with services and retail right in the neighborhoods; healthier – with less exposure to pollution; and more sustainable – environmentally, economically, and socially.</p> <p>We know many residents, officials, professionals, and community leaders have stated repeatedly that CDOT’s project can only be successful if it starts with an understanding of these neighborhoods, is designed to fit the context of these neighborhoods, and results in these neighborhoods being more vibrant and healthier communities after the project is completed than today.</p> <p>We are not TREX neighborhoods, we are not suburban neighborhoods, and we are not rural neighborhoods. Engineering solutions that may be appropriate in those settings are not necessarily appropriate in Elyria and Swansea. Instead, we are neighborhoods which pre-existed I-70. We are neighborhoods that are close-knit, cohesive, and proud. We are neighborhoods that see ourselves as one, even though we have poor connectivity. We are neighborhoods that have been seriously impacted by pollution, noise, and smell.</p> <p>We are also neighborhoods that see a future as reemerging and more vibrant places. We value our existing residents – all of them – and look forward to welcoming new neighbors and friends as we take steps to re-knit our own streets and parks together, as well as re-knit ourselves to adjacent neighborhoods and communities in northeast metro Denver. That is the context in which I-70 exists.</p>	<p><b>G1</b> The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. In addition to meeting the purpose of the project, CDOT has worked to minimize and mitigate the impacts caused by the project alternatives. The approach of the project, which is going on 12 years and counting, has not been solely focused on movement of goods, but finding a solution that serves the traveling public and benefits the nearby neighborhoods. Furthermore, CDOT has been coordinating with Denver and provided continuous public involvement opportunities to obtain input from local residents and agencies throughout the lifetime of the project.</p> <p>The Partial Cover Lowered Alternative was developed to reconnect the Elyria and Swansea Neighborhood by removing the viaduct and placing the highway below ground level. It will eliminate the visual barrier created by the viaduct and perpetuated during the past 50 years. The cover over the highway in the lowered section will have a park or urban landscape that can draw in residents from both the north side and the south side of the highway, creating a seamless connection across the highway and providing additional connectivity within the neighborhood.</p> <p>This concern was adequately addressed in the Final EIS. For information on the project’s outreach, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
		<p><u>Comment 14:</u> A solution that serves those values, along with CDOT’s values of movement, has the best chance of being the “right” solution for neighborhoods, the City of Denver, and travelers. We request CDOT to expand its purpose and need for this project to reflect (a) neighborhood restoration and</p>	<p><b>H1</b> The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. In addition to meeting the purpose of the project, CDOT has worked to minimize and mitigate the impacts as a result of the project to ensure the best solution possible. For information on offsetting the impacts of the project, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>



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H1		<p>community rebuilding, (b) neighborhood improvement, including health and wellness, and (c) avoidance of neighborhood disruption in these environmental justice communities of Elyria and Swansea.</p> <p><b>HOUSING – RETAIN NOT REMOVAL</b></p>	<p><b>I1</b> Comment noted.</p>
I1		<p><u>Comment 15:</u> The housing stock in Elyria and Swansea serves a unique role city and the region and cannot be replaced. Homes in these neighborhoods are typically well-constructed, often serving multigenerational families, and have a higher-than-average ownership rate. Once again, this is an area where there is a conflict in values. CDOT’s document refers to buy-out programs and opportunities for relocation. That value system is based on viewing the project as requiring nothing more than a simple property transaction. We reject that perspective by CDOT.</p> <p>From the neighborhood’s perspective, Elyria cannot continue to be Elyria if more than 50 families – families that are inter-related, families that are multi-generational, families with decades-long attachments to the community – are displaced. The current Elyria neighborhood community is 150 families focused on a 14-block area. CDOT’s current proposal goes beyond being damaging Elyria, it is outright destructive. It violates both social justice and environmental justice principles related to placemaking and neighborhood building.</p>	<p><b>J1</b> There are no alternatives that can address the purpose and need of the project while staying within current right of way, including the No-Action Alternative. For information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
J1		<p><u>Comment 16:</u> We request CDOT to provide an alternative that does not require the removal of any households or local neighborhood businesses in either Elyria or Swansea. To that end, we are requesting an alternative that stays within the current 118’ alignment of I-70.</p> <p><b>MANAGED LANES, PRIVATIZATION, AND SOCIAL JUSTICE</b></p>	<p><b>K1</b> Public-private partnerships transfer the funding risks to a private company while still allowing CDOT to maintain ownership of the highway so accountability to the public remains the same as it would for any other design-build project. The current state of transportation funding requires CDOT to investigate new approaches to funding and delivering large highway projects.</p> <p>There are no additional impacts to the surrounding neighborhoods or environments between the two options except at the locations of direct connections. Managed lanes provide the advantage of managing traffic over the long term and can further encourage carpooling and expanded transit.</p> <p>All alternatives require some form of widening including the No Action Alternative. For information on the No-Action Alternative and the need to widen the highway to 10 lanes, please see ALT1 and GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
K1		<p><u>Comment 17:</u> While the experience of using 3Ps for financing infrastructure, including transit, appears to be positive in both Denver and nationally, the jury is out on 3Ps and roadways. There are examples where expectations have been met, but there are also concerning examples where expectations for use and income on 3P roadway projects have seriously fallen short.</p> <p>And there is a colossal conflict with the current CDOT proposal, because the managed lane component as presented requires a massive removal of major portions of the Elyria neighborhood, as well as Swansea. The highway footprint would go from 118’ to 315.’</p>	<p><b>L1</b> Managed lanes are proposed for this project to provide an alternate congestion-free choice on I-70. The managed lanes will pull volumes from the general-purpose lanes, providing a trip that requires less time for those vehicles required to use the general-purpose lanes in the future when compared to a No-Action condition. HOV 3+ will be allowed to use the managed lanes free of charge. Please see EJ2 of the Frequently Received Comments and Responses of the Supplemental Draft EIS, located in Part 1 of Attachment Q for more information on how managed lanes benefits all users of I-70. Additional information can be found in Chapter 4 of the Supplemental Draft EIS and Final EIS.</p> <p>CDOT recognizes that the project passes through environmental justice neighborhoods, and it has identified mitigation measures above and beyond standard mitigation measures to alleviate the impact on these neighborhoods. See Section 5.3, Environmental Justice, of the Final EIS for more information.</p>
L1		<p><u>Comment 18:</u> We wholesale reject CDOT’s assumption that it can take numerous properties and destroy our environmental justice neighborhoods to pursue a managed lane concept in the I-70 alignment. Elyria and Swansea are absolutely the wrong locations for basically taking existing homes and business to construct a “freeway within a freeway.”</p> <p>We are not adverse to new solutions for improving mobility or financing transportation investments, however, managed lanes are entirely inappropriate for any roadway passing through Elyria and Swansea neighborhoods. The restricted access to the lanes by those who are able to pay or otherwise willing to pay, clearly results in social injustice concerns for the scheme, especially when factored into limited access to the managed lanes from the adjacent environmental justice neighborhoods. For residents of environmental justice communities, managed lanes also introduce additional financial burdens for low-income individuals who find themselves using managed lanes.</p>	<p><b>M1</b> Public-private partnerships transfer the funding risks to a private company while still allowing CDOT to maintain ownership of the highway so accountability to the public remains the same as it would for any other design-build project. The current state of transportation funding requires CDOT to investigate new approaches to funding and delivering large highway projects.</p>
M1		<p><u>Comment 19:</u> We also reject privatization, when it results in state and local governments turning over services and operation to for-profit companies and contractors. This reduces accountability to the</p>	



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M1	public, and puts allows for private boards and shareholders to make decision outside of the public eye. As a matter of justice and morality, we question whether privatization protects the vulnerable in society or adequately safeguards and serves society as a whole. With regard to I-70, we see this as introducing yet another value system that is even less accountable to impacted communities, and will likely not advance our commitment as residents of Elyria and Swansea to re-emerge as vibrant, healthy, and sustainable neighborhoods.		N1 As discussed in Chapter 3 of the Supplemental Draft EIS and Final EIS, there are two operational options considered for the added lanes on the highway - general-purpose lanes and managed lanes. These options were fully evaluated in the Supplemental Draft EIS and Final EIS. The Managed Lanes Option includes three general-purpose lanes for those who do not wish to use the managed lanes. Incorporation of managed lanes in this option alleviates traffic on the general-purpose lanes as well as providing an option for congestion free travel lanes. This concern was adequately addressed in the Final EIS. For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
N1	Comment 20: We request CDOT develop an alternative that includes no managed lanes through the environmental justice neighborhoods of Elyria and Swansea. We also request that CDOT initiate a conversation in the state for developing new ways of paying for infrastructure that is fair and equitable for all who use state facilities, with attention to those with lesser means in our state.		Public-private partnerships transfer the funding risks to a private company while still allowing CDOT to maintain ownership of the highway so accountability to the public remains the same as it would for any other design-build project. The current state of transportation funding requires CDOT to investigate new approaches to funding and delivering large highway projects.
O1	IMPROVING MOBILITY AND ACCESSIBILITY OF RESIDENTS OF ELYRIA AND SWANSEA  We know from the Federal Highway Administration’s studies, that 1/3 of the population in urban regions of the US do not own or operate automobiles. Translating that into metro Denver’s context, that means that of the 2.6 million metro area residents, approximately 850,000 do not drive. FHWA’s information cites the following factors: (1) age, (2) income, (3) transportation dependency, and (4) choice.  Given that Elyria and Swansea are neighborhoods with residents fitting one or more of those FHWA factors, we know that more than a third of the residents in these neighborhoods do not drive cars.  Comment 21. With that context, we request CDOT to address the mobility and accessibility benefits in its I-70 proposal for the residents of the environmental justice neighborhoods Elyria and Swansea.		O1 CDOT is working with RTD to maintain bus route connectivity and access to bus and rail stations during and after construction.  Safer bike and pedestrian connections will be provided throughout the Elyria and Swansea neighborhoods with the construction of I-70.
P1	Comment 22. We request that the CDOT proposal include mobility and accessibility improvements to ensure that environmental justice residents of Elyria and Swansea have better and more reliable transit service – both local and regional – improved bicycle and pedestrian connections throughout the neighborhoods themselves – as well as to adjacent neighborhoods and other destinations in city and region. We recognize that the traditional entities that provide these types of improvements are RTD and the City and County of Denver, but they are critical and moral environmental justice investments that CDOT should ensure are realized.  In the sections that follow, there are listings of environmental justice investments that will contribute to rebuilding these neighborhoods, including improving mobility and accessibility		P1 Transit in the project area is under the jurisdiction of RTD. CDOT has been coordinating with RTD to maintain bus route connectivity and access to its facilities during and after construction.  The alternate modes of transportation have been adequately addressed in the Final EIS. For information on walkability and bicycle route improvements, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
Q1	ENVIRONMENTAL JUSTICE COMMUNITY BUILDING – A NEIGHBORHOOD BASED APPROACH  Comment 23: In summary, we request a solution for rehabilitating I-70 in a manner that actually heals these communities, and make them healthier than they are today.  From a social justice and environmental justice perspective, we request CDOT to specifically address (a) designing its replacement infrastructure (i.e., the I-70 rehabilitation) and (b) investments in the communities to correct past harm, and (c) further benefits to these environmental justice neighborhoods to create a future that is less polluted, better connected, and more sustainable.		Q1 The Partial Cover Lowered Alternative was developed to reconnect the Environmental Justice communities, please see EJ1 of Elyria and Swansea Neighborhood by removing the Frequently Received Comments viaduct and Responses on placing the Supplemental Draft EIS, located in Part 1 of Attachment Q.  Air quality in the project area was adequately addressed in the Final EIS. For information on air quality with the project, please see AQ3 and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
R1	We request CDOT to provide an alternative with the following:  (a) Comment 24. the removal of no existing homes or businesses, in other words, an alternative that stays within the current highway footprint (approximately 118’)		R1 The project has avoided some impacts, minimized others, and mitigated impacts that could not be avoided or minimized. For information on impacts to the Environmental Justice communities, please see EJ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  R1 There are no alternatives that can address the purpose and need of the project while staying within current right of way, including the No-Action Alternative. For information on the No-Action Alternative please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.



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S1	(b) <u>Comment 25.</u> the continuation of north-south connectivity on <u>all</u> 10 existing residential streets that cross 46 <sup>th</sup> Avenue from York Street to Steele Street (i.e., York Street, Josephine Street, Columbine Street, Elizabeth Street, Thompson Court, Clayton Street, Fillmore Street, Milwaukee Street, Saint Paul Street, Steele Street)	<b>S1</b> The Preferred Alternative as it is identified in the Final EIS maintains all north-south street crossings as they exist. For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
T1	(c) investments to improve connectivity throughout the neighborhood as environmental justice – including:  1) <u>Comment 26.</u> grade-separation from the railroad at 47 <sup>th</sup> and York Street – using local standards with deviations and variations to avoid removing any homes or businesses	<b>T1</b> Project improvements do no include any work at the 47th Avenue and York Street intersection. For information on changes to the 47th Avenue and York Street intersection, please see TRANS3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
U1	2) <u>Comment 27.</u> Continuous local street connectivity between Globeville, Elyria, and Swansea along 47 <sup>th</sup> Avenue to facilitate mobility within and between these neighborhoods.	<b>U1</b> Connectivity between Globeville, Elyria, and Swansea will be provided along 46th Avenue in the Partial Cover Lowered Alternative.
V1	3) <u>Comment 28.</u> continuous local street connectivity to Park Hill, Stapleton, Montbello and DIA Gateway along 56 <sup>th</sup> Avenue, 48 <sup>th</sup> Avenue, and Smith Road.	<b>V1</b> This concern was adequately addressed in the Final EIS. From Colorado Boulevard to the east, east-west connectivity remains through existing connections (Stapleton Drive). No impacts are anticipated due to the highway improvements along 56th Avenue, 48th Avenue, and Smith Road.
W1	4) <u>Comment 29.</u> Directing truck traffic around the neighborhoods	
X1	a. <u>Comment 30.</u> A new loop road from 56 <sup>th</sup> and Colorado Boulevard, west along 56 <sup>th</sup> Avenue – then connecting to Brighton Boulevard with access south to the I-70 interchange at Brighton. (alternate – 52 <sup>nd</sup> Avenue)	<b>W1</b> The concern about restricting traffic was adequately addressed in the Final EIS. For information on restricting truck traffic along I-70 and truck traffic impacts on adjacent neighborhoods, please see TRANS8 and TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
Y1	b. <u>Comment 31.</u> Shifting the partial interchange at Vasquez Boulevard east to Colorado Boulevard to create a full interchange at Colorado	
Z1	c. <u>Comment 32.</u> Improvements to east-west avenues between Vasquez and Colorado (e.g., 48 <sup>th</sup> and 50 <sup>th</sup> avenues) – to route truck traffic in the Vasquez industrial triangle east to the new complete interchange at I-70 and Colorado Boulevard.	<b>X1</b> No improvements are proposed by the project at this location.
A2	(d) <u>Comment 33.</u> Completion of curbs, gutters and sidewalks on all streets in Elyria and Swansea. Complete street and green street reconstruction of (1) Brighton Boulevard, (2) Steele Street/Vasquez, (3) York Street, (4) 47 <sup>th</sup> Avenue, (5) 44 <sup>th</sup> Avenue, and (6) 40 <sup>th</sup> Avenue.	<b>Y1</b> Slip ramps will be provided at Colorado Boulevard. For information on the Steele Street/Vasquez Boulevard and Colorado Boulevard interchanges, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
B2	(e) <u>Comment 34.</u> Invest in bicycle connectivity within environmental justice neighborhoods of Elyria and Swansea – with safe and direct connections to the South Platte River Greenway, the Denver bikeway network, City Park, and the Park Hill neighborhood.	<b>Z1</b> No improvements are proposed by the project at this location. For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
C2	(f) <u>Comment 35.</u> Invest in improvements to the park and recreation system in the environmental justice neighborhoods of Elyria and Swansea – including investments to new facilities that are not necessarily directly adjacent to 46 <sup>th</sup> Avenue (i.e., CDOT’s I-70 alignment), but still within the official boundaries of the environmental justice neighborhoods of Elyria and Swansea. The outcome should be expansion of park facilities to meet the level-of-service standards for parks and open space to meet urban standards for the City of Denver. Green-space and green-streets connectivity between parks and open space facilities – as referred to in items “d” and “e” immediately above, are also requested investments.	<b>A2</b> Local streets that require “reconstruction” due to highway improvements will include curbs, gutters, and sidewalks. Streets that are not impacted by the highway improvements will not be modified.
D2	(g) <u>Comment 36.</u> The transfer of CDOT owned lands at Vasquez/Steele Street to the Denver Urban Renewal Authority for redevelopment as the Swansea town center. Invest in projects that result in Elyria and Swansea becoming more complete communities with new services and public facilities.	<b>B2</b> CDOT is providing north-south connectivity for cyclists and pedestrians at all proposed crossings of I-70 to accommodate these movements. In addition, sidewalks along 46th Avenue will be improved to bring them up to current standards. CDOT will continue to work with Denver to accommodate existing and proposed bicycle routes as part of the Denver Bike Plan in the project area.
		<i>Responses continue on the following page.</i>

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			<div>C2</div> <p>The Partial Cover Lowered Alternative was developed to reconnect the Elyria and Swansea Neighborhood by removing the viaduct and placing the highway below ground level. It will eliminate the visual barrier created by the viaduct and perpetuated during the past 50 years. The cover over the highway in the lowered section will have a park or urban landscape that can draw in residents from both the north side and the south side of the highway, creating a seamless connection across the highway and providing additional connectivity within the neighborhood. The cover’s design has been developed through a collaborative process with Denver and the community.</p> <div>D2</div> <p>At the end of the project, after all construction has been completed, CDOT will make a determination as to what excess right of way it may have along the I-70 East corridor that it does not need for transportation purposes. With the approval of FHWA and the CDOT Transportation Commission, such parcels can be declared excess right-of-way. CDOT has procedural requirements as to how to dispose of excess right-of-way. In addition, depending upon whether or not a parcel of excess right of way is usable as a standalone parcel will dictate which parties may have a right of first refusal. If multiple parties submit competitive bids for excess parcels, CDOT will typically select the highest bidder as the purchaser.</p>
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E2		(h) <u>Comment 37</u> . Investment in a housing reinvestment strategy to lead efforts to provide infill housing on vacant lots and redevelopment sites.	<b>E2</b> CDOT will provide funding to develop affordable housing units through available programs. For more information on the replenishment of housing stock in the impacted neighborhood, please see PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
F2		(i) <u>Comment 38</u> . We request that CDOT and its partners establish a business start-up program for residents of these environmental justice neighborhoods. The program should also include scholarships for business training for the young people who call Elyria and Swansea home.	<b>F2</b> CDOT currently provides resources for transportation-related small business through www.connect2dot.org, which is a partnership between CDOT and the CSBDC. Colorado SBDC has offices in Denver, Commerce City, and Aurora. They provide training and resources to small business and individuals seeking to start a small business. Connect2DOT provides introductory trainings, access to CDOT plans, one-on-one consulting, and the Leading Edge program tailored to the transportation industry. Most services are free or low cost.
G2		We believe this can be accomplished in a number of ways that require CDOT’s engineers to start and end with a commitment to develop a solution that introduces no new impacts (damage) into the neighborhoods and demonstrability rectifies past damage (impacts) in these environmental justice neighborhoods. To that end, the current CDOT “partial cover” proposal as currently presented fails.	Additionally, the CRBRC and the project staff will ensure that small businesses are provided opportunities to compete for participation on the project. The project request for proposals will include goals to achieve small business participation on the project, as well as required outreach, networking events and possible incentives. Since this project is expected to be a federally funded, CDOT may not make any local contractor preferences, but will ensure that the local community businesses are informed of all opportunities presented by the project.
H2		<b>CDOT’s ALTERNATIVE REQUIRES MAJOR REFINEMENT</b> We request CDOT to refine its alternative by advancing the following: (a) <u>Comment 39</u> . Keep any rehabilitation of I-70 within the current highway footprint. We believe that is very feasible by modifying the “partial cover” proposal using solutions designed to reduce current traffic through the environmental justice neighborhoods of Elyria and Swansea. Reducing traffic through these neighborhoods on I-70 can be accomplished by:	Workforce Development  Projects that use US DOT funds are subject to the requirements of CDOT’s OJT Program. The OJT Program requires that contractors provide training hours to meet or exceed a goal set for the project. The contractor must operate under a training program approved by the FHWA. Though the program is open to all, trainees are to be recruited among women and minorities as available according to census data.
I2		1) <u>Comment 40</u> . Developing a multi-facility comprehensive solution that includes improving local streets, to shift the very large percentage of local traffic currently using I-70 to local streets. (See comments 26 and following above for a listing of requested local street improvements.) Outcome: removes local traffic currently using I-70.	In addition to the requirements of the CDOT OJT program, the CRBRC is developing a strategic approach to preparing and creating opportunities for individuals in the local communities to obtain employment on the project. CDOT is committing to providing support services and other resources locally to maximize workforce development in anticipation of the project. The contractor will also be expected to comply with and develop innovative approaches to the development of the local workforce.
J2		2) <u>Comment 41</u> . Integrating improvements to non-SOV modes of travel in the northeast metro Denver area into the solution – again, moving trips away from driving alone to transit, ride-sharing, and other programs to projects. Outcome: More balanced mode-split with fewer SOVs.	<b>G2</b> Comment noted.
K2		3) <u>Comment 42</u> . Develop a tandem solution that addresses how I-70 and I-270/I-76 function together – and how to manage traffic using I-70, as well as I-270/I-76, to lower the overall vehicle travel through Elyria and Swansea. Outcome. Trips shifted off of I-70 and better utilize the twin facilities I-270/I-76.  It is unfortunate that the “messaging” in the public debate on the future I-70 remained simplistic and reduced to an “either-or” argument – i.e., pitting I-70 against I-270. CDOT has an opportunity to show leadership and advance a “both-and” conversation on how I-70 and I-270/I-76 can better work together as tandem facilities in the future.	<b>H2</b> There are no alternatives that can address the purpose and need of the project while staying within current right-of-way, including the No-Action Alternative. For information on the No-Action Alternative please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
L2		4) <u>Comment 43</u> . Route truck traffic on the I-270/I-76 inner-belt which passes through non-residential communities. Outcome: Fewer trucks on I-70.  CDOT’s leadership has frequently said that such a solution would require an “act of Congress.”	<b>I2</b> Even the removal of local traffic from the interstate would still require an expansion of the highway to include additional capacity to meet the regional demand. Adding all the highway’s local traffic to the neighborhood will cause additional impacts to the residents of the neighborhood.
M2		<u>Comment 44</u> . We then request that CDOT initiate the process to garner congressional approval.  5) <u>Comment 45</u> . Apply deviations and variance from AASHTO standards to reduce the footprint of I-70 through Elyria and Swansea.	<i>Responses continue on the following page.</i>



Comments			Responses to Comments
Source:	Submittal	Document Number: 850	Name: Denver Councilwoman Deborah Ortega
<div>This side intentionally left blank.</div>			<div>J2</div> HOV with 3+ passengers will be able to travel in the managed lanes for free, which will encourage ridesharing and reduces VMT.
			<div>K2</div> The traffic modeling for I-70 East includes how I-70 and I-270/I-76 function together.
			<div>L2</div> CDOT conducted a heavy vehicle traffic study in order to determine how many heavy vehicles travel between I-270 and I-76 in a continuous journey. The through heavy vehicles represent less than three percent of the average, directional heavy vehicle traffic. For information on restricting truck traffic along I-70, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  CDOT will not be initiating the process to garner congressional support to reroute truck traffic on to I-270; however, the I-70 East project does not preclude others from seeking Congress approval.
			<div>M2</div> The highway design has included multiple measures to minimize impacts to the adjacent neighborhoods. Efforts moving forward will continue to look for opportunities to lessen impacts from the construction and will consider potential design variances as appropriate.

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M2		CDOT’s leadership has stated it is a “high bar” to pursue deviances and variations, yet CDOT also has indicated there are countless situations where such deviances and variations have been used in urban regions all across the country.	N2    The highway design has included multiple measures to minimize impacts to the adjacent neighborhoods. Efforts moving forward will continue to look for opportunities to lessen impacts from the construction and will consider potential design variances as appropriate.
N2		Comment 46. Again, we then request that CDOT immediately initiate the necessary processes to incorporate deviations and variances into the project so that achieves context-sensitive design- also advanced by FHWA – in these environmental justice neighborhoods.	O2    All alternatives including the No-Action Alternative require adding width to the highway. The No-Action Alternative requires adding width to the replaced viaduct structure in order to meet current design and safety standards. For information on the No-Action Alternative and the need for 10 lanes, please see ALT1 and GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
O2		6) Comment 47. Summary: Implementing this integrated series of improvements results in less traffic on I-70 in the future. Along with other state-of-the-art tools and programs, the need for additional lanes on I-70 through the environmental justice neighborhoods of Elyria and Swansea can be eliminated.	P2    Changes in driving patterns were considered in the Final EIS. For information on changes in driving patterns and consideration of multi-modal forms of transportation, please see TRANS11 and TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
P2		Comment 48. We request that CDOT provide an alternative designed to significantly reduce traffic using I-70 below current use today. We request that model runs be provided that helps to identify which strategic components are needed to reduce overall travel on I-70.	TDM/TSM strategies, which are programs designed to reduce travel demand and improve the use of the current transportation system, while reducing the need for major capital investment are included in Chapter 3, Summary of Project Alternatives in the Final EIS.
Q2		Comment 49. With this information, we request CDOT to develop a solution for the alignment along I-70 that remains within the current right-of-way (118’) and results in less traffic traveling through the environmental justice neighborhoods of Elyria and Swansea.	Q2    There are no alternatives that can address the purpose and need of the project while staying within current right of way, including the No-Action Alternative. This concern was adequately addressed in the Final EIS. For information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
R2		(b) Comment 50. Reduce, and not expand, the area of the neighborhoods exposed to unhealthy air. CDOT’s solution should significantly reduce current levels of air pollution and greenhouse gases produced by transportation-related activities in these communities. The current proposal would actually expand the area of the neighborhoods exposed to harmful emissions and pollution. The solution should measurably result in healthier air than there is today in Elyria and Swansea.	R2    Air quality was adequately addressed in the Final EIS. For information on air quality in the project area, please see AQ3 and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
S2		(c) Comment 51. Restrict any 4-lane managed lane component to the area between DIA and the I-270 interchange near Quebec. We request that CDOT not move forward with any alternative that introduce managed lanes in the environmental justice neighborhoods of Elyria and Swansea.  Conclusion: These factors are necessary to ensure that final design and solution along the I-70 alignment results in benefits and positive outcomes for the environmental justice neighborhoods of Elyria and Swansea. As a result, CDOT will need to modify its “partial cover” option.  WHAT’S BEST FOR ELYRIA AND SWANSEA?	S2    As discussed in Chapter 3 of the Supplemental Draft EIS and Final EIS, there are two operational options considered for the added lanes on the highway - general-purpose lanes and managed lanes. These options were fully evaluated in the Supplemental Draft EIS and Final EIS.  The Managed Lanes Option includes three general-purpose lanes for those who do not wish to use the managed lanes. Incorporation of managed lanes in this option alleviates traffic on the general-purpose lanes as well as providing an option for a congestion free travel lanes.
T2		Comment 52. We reject the CDOT comment that a surface boulevard would have traffic volumes like “Colorado Boulevard” or “Santa Fe Drive.” If there is a comprehensive traffic management solution for multiple facilities throughout northeast metro Denver, we believe a surface boulevard system from I-270 to I-25 could be designed to carry traffic similar to East Alameda Avenue Parkway – and not Santa Fe Drive.  We note that City freeway plans in the 1960s would have resulted in Alameda being a freeway – i.e., the so-called Mountain Freeway. The fact that the freeway was removed from the plan has not resulted in Alameda Avenue carrying Santa Fe Drive levels of traffic. Rather, Alameda is part of broader network of connected streets and avenues in east metro Denver. We acknowledge that advocates for the Mountain Freeway likely cited “time-savings” for eastern metro residents if Alameda Avenue were a freeway, but the neighbors, community leaders, and decision-makers of that day decided that quality of	Based on traffic projects from the DRCOG travel demand model, the 2035 traffic volumes on the portion of I-70 between I-25 and I-270 will require the addition of two new lanes in each direction of I-70 to accommodate the traffic demand for this highway. In an effort to preserve this new capacity for the long term and in order to provide motorist with choices where they can experience a more reliable trip travel time along the entire stretch of I-70 in the study area, the project is recommending that the new capacity be managed. The Preferred Alternative does include direct connections to I-270 in the future to allow for the extension of the manage lanes and to provide for more system to system connectivity. HOV with 3+ passengers will be able to travel in the managed lanes for free, which will encourage ridesharing and reduces VMTs.  Responses continue on the following page.



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T2		life in the communities along Alameda Avenue and maintaining neighborhood character in these unique areas of the City outweighed a “time-savings” solution.	<b>T2</b> The traffic analysis completed as recently as February of 2015 included an analysis of the removal of I-70 between I-76 and I-270 and replacing it with a surface arterial (46th Avenue). The analysis used the most current version of the adopted DRCOG travel demand model (Compass 5.0) and evaluated the surface arterial as both a 4 lane and a 6 lane facility. Based on this analysis, the travel demand model projected the daily traffic volume on the different segments of 46th Avenue to range between 32,000 and 63,000 vehicles per day for a 4 lane road and between 40,000 and 78,000 for a 6 lane road. The volumes in the area between York Street and Steele Street would average about 50,000 vehicles per day if a 4 lane arterial is constructed and about 63,000 vehicles per day if 46th Avenue is constructed as a 6 lane road. See Attachment C, Alternatives Analysis Technical Report Addendum for more information.
U2		<u>Comment 53:</u> We demand that Elyria and Swansea be given the same consideration and respect – that they be given fair treatment as environmental justice communities – and that maintaining and enhancing community character, as well as improving the health and quality of life of residents in these neighborhoods are critical values. We believe these values should trump the CDOT current alternative which is so focused on “time savings” for vehicles. The SDEIS alternative results in further damaging these environmental justice neighborhoods, if not outright destroying them – especially Elyria. Doing right by the communities must be the primary guiding principle.	<b>U2</b> While time savings is part of the project’s purpose, it is not the entire purpose. The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70.
V2		<u>Comment 54:</u> A surface boulevard option that respects these environmental justice neighborhoods, improves connectivity in these environmental justice neighborhoods, and becomes a major legacy for placemaking in these reemerging environmental justice neighborhoods – can complement the parkways and boulevards elsewhere in the city. Such a rehabilitation of I-70 is possible, feasible, and needs to be considered as an alternative.	The concern about Environmental Justice communities was adequately addressed in the Final EIS. For information on impacts to the Environmental Justice communities, please see EJ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
W2		<b>MEANINGFUL PUBLIC ENGAGEMENT</b> According to the Environmental Protection Agency’s website on Environmental Justice, meaningful public engagement requires an integrated approach that advances (1) improving the natural and built environment, (2) preserving and improving housing, (3) improving health and wellness, and (4) advance mobility and accessibility for all. While we have heard CDOT tout its work on its public campaign for I-70, we request that CDOT demonstrate how it has addressed EPA’s guidance.	The concern about Environmental Justice mitigation measures was adequately addressed in the Final EIS. For information on Environmental Justice mitigation measures, please see EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
X2		<u>Comment 55:</u> We request information on how CDOT has addressed climate justice, including reducing carbon and greenhouse gas emissions, transitioning away from fossil fuel reliance in moving people and goods, and ensuring that environmental justice communities are not disproportionately impacted by climate change.	<b>V2</b> The traffic analysis completed as recently as February of 2015 included an analysis of the removal of I-70 between I-76 and I-270 and replacing it with a surface arterial (46th Avenue). The analysis used the most current version of the adopted DRCOG travel demand model (Compass 5.0) and evaluated the surface arterial as both a 4 lane and a 6 lane facility. Based on this analysis, the travel demand model projected the daily traffic volume on the different segments of 46th Avenue to range between 32,000 and 63,000 vehicles per day for a 4 lane road and between 40,000 and 78,000 for a 6 lane road. The volumes in the area between York Street and Steele Street would average about 50,000 vehicles per day if a 4 lane arterial is constructed and about 63,000 vehicles per day if 46th Avenue is constructed as a 6 lane road. See Attachment C, Alternatives Analysis Technical Report Addendum for more information.
Y2		<u>Comment 56:</u> We also request information regarding how residents of the environmental justice neighborhoods of Elyria and Swansea have been included in addressing the climate change impacts in their neighborhoods from CDOT’s proposal?	<b>W2</b> The concern about outreach for the project was adequately addressed in the Final EIS. For information on outreach for the project, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
		<b>CONCLUSION</b> CDOT’s project focus needs to be first and foremost on making these environmental justice neighborhoods vibrant, healthy, and complete communities. Then how does a rehabilitated CDOT facility help to correct past damage and make Elyria and Swansea better places in which to live, work and play.	The concern about Environmental Justice considerations was adequately addressed in the Final EIS. For information on Environmental Justice considerations, please see EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For more information on Environmental Justice, see Section 5.3 of the Final EIS.
		<u>Comment 57:</u> To date, this process has been backwards – the environmental justice neighborhoods have been looked at as “clean slates” for CDOT engineers to come up with whatever moves cars. We request CDOT to reverse the process – by defining parameters that keep these environmental justice neighborhoods intact, and then have the engineers design a solution that fits within the neighborhood context, and results in better and healthier communities.	<i>Responses continue on the following page.</i>



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<div>This side intentionally left blank.</div>			<div>X2</div> Discussions on greenhouse gases, which factor into climate change, are included in the Section 5.10, Air Quality in the Final EIS. The public has had the opportunity to provide feedback throughout the project on numerous topics, including climate change. This concern was adequately addressed in the Final EIS. For information on CDOT’s public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
			<div>Y2</div> The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70.  The concern about efforts to reduce impacts from past actions was adequately addressed in the Final EIS. For information on efforts to reduce the impacts from past actions, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  The concern about impacts in general and Environmental Justice communities was adequately addressed in the Final EIS. For information on impacts in general as well as to the Environmental Justice communities, please see IMP1, EJ1, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  CDOT will continue to try to minimize impacts during final design and construction.

Comments			Responses to Comments
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Comments to transmit to I-70 SDEIS – based on APA’s White Paper			
Z2	Comment # 1: Please provide an alternative that does what is best for Elyria and Swansea, as well as for improved mobility in the neighborhood, the city, and the region.		Z2 FHWA and CDOT have identified the Partial Cover Lowered Alternative with Managed Lanes Option as the Preferred Alternative for the I-70 East project. This alternative and associated option is identified as the Preferred Alternative because it best meets the project purpose and need, addresses community and stakeholder concerns in the most comprehensive manner, has the most community and agency support as compared to the other alternatives under consideration, and—with the proposed mitigation measures—causes the least overall impact. This concern was adequately addressed in the Final EIS. For additional factors involved in the identification of the Preferred Alternative, please see Chapter 3, Summary of Project Alternatives in the Final EIS.
A3	Comment # 2: Please develop an alternative that recognizes Elyria and Swansea as “settled urban environments” – that is, an outcome that adapts the roadway to this fragile existing urban environment. The process is backwards, the neighborhoods shouldn’t have to adapt to an expanded highway, CDOT needs to adapt to the neighborhoods..		A3 The concern about impacts in general and the Environmental Justice communities was adequately addressed in the Final EIS. For information on impacts in general and to the Environmental Justice communities, please see IMP1, EJ1, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
B3	Comment # 3: CDOT and its partners are requested to put resources on the table for the environmental justice neighborhoods of Elyria and Swansea to (a) correct historic injustices, (b) modernize facilities within the neighborhoods, and (c) restore the integrity and stability of these neighborhoods.		The concern about efforts to reduce past actions was adequately addressed in the Final EIS. For information on efforts to reduce the past impacts, please see PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
B3	Comment # 4: Federal transportation authorization legislation places a renewed emphasis on system preservation/improvement, economic growth, safety and innovative approaches. CDOT’s purpose and need statement refers to these principles. Please develop an alternative that improves mobility in Elyria and Swansea, provides for economic growth at the neighborhood level in those communities, increases safety for all modes of travel in the neighborhoods, including grade separations at railroad crossings, moving truck traffic around the neighborhoods and not through them, and completing sidewalks and trails.		B3 The project is responding to the needs and safety of I-70. It does not preclude Denver from moving forward with projects to address local mobility in the nearby neighborhoods or their development goals.
C3	Comment #5: CDOT is requested to take an integrated systems approach that addresses I-70 across the metro area (i.e., Aurora to Lakewood), local street and road connectivity throughout north metro Denver, parallel facilities (i.e., I-270 and I-76) that work in tandem with I-70, transit and nonmotorized mobility, and opportunities to reduce vehicle miles traveled throughout north metro Denver, especially along the I-70 corridor.		This concern was adequately addressed in the Final EIS. For information on moving truck traffic out of the area, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
D3	Comment # 6: CDOT is requested to test alternatives with 6-lanes along the current I-70 alignment, 6+2 lanes (i.e., 6 general purpose lanes and one high-occupancy vehicle lane in each direction), no frontage roads directly adjacent, but improved existing east-west avenues.		The identified Preferred Alternative addresses the project purpose and need which is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. The Partial Cover Lowered Alternative improves safety in the Elyria and Swansea Neighborhood by providing grade separated railroad crossings within the project’s construction limits and accommodating the truck traffic to reduce cut-through truck traffic within the neighborhood, The proposed Preferred Alternative is also consistent with Denver’s bike plan and has evolved to follow Denver safety standards for bicycles and pedestrians. It will improve the bicycle and pedestrian experience in the project area by providing safe crossings across the highway and improving lighting and sidewalks in the impacted areas. It will also support reduction in VMT by allowing HOV 3+ to use the tolled express lanes free of charge.
E3	Comment # 7: Numerous interstate and highway projects across the country have been modified from what highway departments and engineers originally proposed. Projects have been downsized (or “rightsized”) to smaller highways or boulevards, alignments have been modified, routes have changed, or projects have been canceled. CDOT is requested to address lessons from other urban regions across the US and provide alternatives which do not require adding lanes along the current I-70 alignment – i.e., the 118’ wide segment in Elyria and Swansea.		C3 The project limits are on I-70 between I-25 and Tower Road; it does not include other areas in the metro area, such as Lakewood. However, The traffic modeling for the Final EIS includes how I-70 and I-270/I-76 function together in tandem. For information on how the traffic forecasting model was determined for this project, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
F3	<u>Transportation System Planning</u> Comment # 8. CDOT is requested to provide a common understanding of the Denver region’s transportation system as a whole, and the specific role of I-70 within that system. Comment # 9: CDOT is requested to provide a system planning approach that is comprehensive and integrated. Please address the relationship to tandem and non-interstate parts of the network, such as (a) parallel and connecting roadway network (including I-270 and I-76 – i.e., I-70’s tandem facility), (b) existing and emerging transit network (i.e., likely future phases of high-capacity transit, including CDOT’s		

*Responses continue on the following page.*

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<div>This side intentionally left blank.</div>			<div>D3</div> <p>The planned five-lane with auxiliary lane cross section in each direction are warranted to meet the forecasted capacity needs. Detailed traffic modeling confirms the proposed improvements. Additionally, the volumes and proposed number of lanes were compared to other freeways in metro Denver, further confirming the proposed cross sections. Detailed information on traffic volumes and forecasting is available in Chapter 4 of the Final EIS. Additionally, CDOT and FHWA also considered the need for the highway lanes based on very recently released DRCOG projections of traffic for 2040 that are slightly lower than the 2035 estimates. Based on the segment-by-segment assessment, the agencies concluded that the Phase I project lane configurations were still appropriate. See Attachment E, Traffic Technical Report for more information.</p> <p>CDOT proposed reconstruction of I-70 would result in a facility approximately 195 feet in cross section width. When the 46th Avenue frontage road is included, the total width is about 275 feet. CDOT recognizes the impact of widening an interstate in an urban area. The Department must balance these impacts with our goal to make this the very last widening project on this portion of I-70. Lowering the highway below grade makes this decision all the more imperative as it would be extremely cost prohibitive and nearly technically impossible to widen a lowered highway.</p> <p>It is also important to point out that narrowing the highway to 8 lanes does not reduce the number of homes acquired. While CDOT has not designed an 8 lane template, we can predict with some confidence that this footprint (roughly 24 feet narrower than a 10 lane facility) would only reduce acquisitions by 3-5 homes. Removing the frontage roads from the facility would direct more traffic onto neighborhood streets, introducing new safety problems for bicyclists and pedestrians. Because the lots are narrow in this part of the city, moving the impact limit line may theoretically save more homes, but the result would be a home left very close to a wall or a local street, with no room for amenities such as sidewalks, tree lawns, or bike lanes.</p>
			<div>E3</div> <p>More than 90 alternatives were considered through the EIS process in order to develop a Preferred Alternative that best meets the project’s purpose and need. For information on the need to widen the highway to 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. CDOT continues to look for ways to reduce the width of the highway while safely maintaining the necessary 10 lanes.</p>
			<div>F3</div> <p>This concern was adequately addressed in the Final EIS. For information on traffic forecasting for this project, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>



Comments			Responses to Comments
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F3		high-speed rail and the service it will provide east-west through the metro area) , (c) the local street network (including opportunities to move local traffic from I-70 to local streets), and (d) non-automobile transportation modes.	
G3		Comment # 10: CDOT is requested to develop an alternative that factors in transit (local, regional, and statewide) and other aspects of mobility and accessibility that would not require additional lanes – thus enabling a narrower interstate footprint in the environmental justice neighborhoods.	<div><div>G3</div><div>The highway and transit elements of the project were separated since it was decided that they serve different travel markets, are located in different corridors, and have different funding sources. For information on consideration of multi-modal forms of transportation, please see TRANS1 and TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div></div><div>The concern about the need to widen the highway to 10 lanes was adequately addressed in the Final EIS. For information on the need to widen the highway to 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. CDOT will continue to look for opportunities to minimize the width through final design.</div></div>
H3		Comment # 11: CDOT is request to provide a system-wide and corridor level strategy for reducing vehicle miles traveled. CDOT is requested to set goals to create a better mode share to reduce driving alone, and again resulting in not needing to provide additional lanes.	<div><div>H3</div><div>TDM/TSM strategies have been developed for this project and are discussed in Chapter 3, Summary of Project Alternatives. HOV3+ will be able to travel in the managed lanes for free, which will encourage ridesharing.</div></div>
I3		Comment # 12: CDOT is requested to develop alternatives that apply transportation demand management programs (including ridesharing, shuttle circulators, and parking management) – to reduce vehicle miles traveled and the need to provide additional lanes.	
J3		Comment # 13: CDOT is requested to develop alternatives based on an evaluation of evolving land uses over the next 30-years – that is, more compact urban development and transit-oriented that is less reliant on automobile travel.	<div><div>I3</div><div>TDM/TSM strategies have been developed for this project and are discussed in Chapter 3, Summary of Project Alternatives. HOV3+ will be able to travel in the managed lanes for free, which will encourage ridesharing.</div></div>
K3		Comment # 14: CDOT is requested to demonstrate whether the I-70 alternative is fully consistent with the DRCOG Regional Plan. CDOT is requested to develop an alternative for I-70 that is considered within the regional transportation system as a whole.  Comment # 15: CDOT is requested to provide a system understanding of the entire regional network with all modes, and how the I-70 corridor, with its tandem facilities, functions as part of that system.	<div><div>J3</div><div>This concern was adequately addressed in the Final EIS. For information on traffic forecasting, please see TRANS5 and TRANS6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>
		<u>Travel Demand Modeling</u>	
L3		Comment # 16: CDOT is requested to use more up-to-date modeling available through DRCOG. For the sake of transparency, CDOT is also asked to identify where it has modified DRCOG forecasts and for what reason. CDOT and Atkins have been using an old travel demand model and an old future land use forecast.  Comment # 17: CDOT is asked to keep pace with best modeling practices. DRCOG’s has a new state-of-the- art travel demand model called “Focus.” DRCOG is also using a new UrbanSim model.	<div><div>K3</div><div>CDOT has fully analyzed the I-70 East Project in the context of the regional transportation plan. During project scoping the project team identified the DRCOG regional transportation plan as the basis for future travel forecasts within the study area. This has been confirmed throughout the project as the appropriate model, and is required by federal air quality conformity rules. This plan, and associated travel demand model, includes anticipated population and employment growth for every municipality within DRCOG as well as fiscally-constrained improvements. The model also accounts for planned and programmed transit improvements in the region. In 2014, the Final EIS analysis included an update to use the most recent accepted 2035 travel demand model, including the most up-to-date socioeconomic forecasts and land use scenarios for the 2035 Compass Model, also known as the Year 2013 Cycle 2 updates.</div></div> <div><div></div><div>During the development of this Final EIS document, DRCOG released the 2040 Focus model. Because the traffic modeling was already underway at the time of this release, a sensitivity analysis was performed to determine the changes in traffic volume in the design year. The sensitivity analysis concluded that although the traffic volumes projected by the 2040 Focus model were slightly lower than the 2035 Compass model, the Focus model volumes would not impact the capacity needed for the corridor, and, therefore, would not significantly change the design nor the environmental impacts of the project. Thus, the modeling was completed using the 2035 Compass model. For information on traffic forecasting, please see TRANS5 and TRANS6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>
M3		Comment # 18. CDOT is requested to test a full range of highway project alternatives. It is asked to test alternatives based on introducing improvements to I-70 that do not require the addition of any new lanes. It is asked to test an alternative going from the current 6-lanes to 8-lanes. It is asked to test an alternative with frontage roads not immediately adjacent. (8-lane alternative would have sufficient capacity and eliminate some of the severe impacts on the community.) Given location in environmental justice neighborhoods, the cross-section needs to aspire to absolute “minimum widths” to minimize impacts.	
N3		Comment # 19: CDOT’s current alternative is wider than a football field is long. As such, CDOT’s alternative maximizes impacts on the environmental justice neighborhoods of Elyria and Swansea rather than minimizing impacts. CDOT is requested to develop an alternative that maintains a roadway within the existing 118’ right-of-way. That is, an alternative that removes no homes and businesses.	
		<u>Managed Lanes</u>	

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Comments			Responses to Comments
Source: Submittal	Document Number: 850	Name: Denver Councilwoman Deborah Ortega	
<div>This side intentionally left blank.</div>			<div>L3</div> <p>The project team has done a comparative analysis between the volumes from the Compass model and the Focus model. This analysis concluded that the volumes does not change the number of lanes needed for this project. For information on the travel model used for this project, please see TRANS6 and TRANS7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
			<div>M3</div> <p>CDOT has considered a wide range of alternatives (over 90) for improvements to I-70. All alternatives, including the No-Action Alternative, include expanding the footprint of the roadway in order to meet current design and safety standards. The planned 5-lane cross-section is warranted to meet the capacity needs. The detailed traffic modeling confirms the proposed improvements. Additionally, the volumes and proposed number of lanes were compared to other freeways in metro Denver, further confirming the proposed cross-sections.</p> <p>The concern about traffic forecasting was adequately addressed in the Final EIS. For information on traffic forecasting for this project, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on the alternatives considered throughout the EIS process, please see Chapter 3, Summary of Project Alternatives, and Attachment C, Alternatives Analysis Technical Report of the Final EIS.</p> <p>The concern about the need to widen the highway to 10 lanes was adequately addressed in the Final EIS. For more information on the need to widen the highway to 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. CDOT will continue to look for opportunities to minimize impacts through final design.</p>
			<div>N3</div> <p>The I-70 viaduct needs to be replaced because of its deteriorating structural conditions. There are no alternatives that can address the purpose and need of the project while staying within current right-of-way, including the No-Action Alternative. All alternatives that are under consideration, including the No-Action Alternative, expand the footprint of the roadway to meet current design and safety standards. For more information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. See Chapter 3, Summary of Project Alternatives, of the Final EIS for more information on the alternatives.</p>



Comments			Responses to Comments
Source:	Submittal	Document Number: 850    Name: Denver Councilwoman Deborah Ortega	
O3	<div>Comment # 20: CDOT is requested to analyze a range of user fee strategies for I-70 – including, but not limited to, managed lanes. CDOT is requested to advance pricing alternatives that would allow I-70 to remain within its current 118’ right-of-way.</div> <div>Comment # 21: The managed lanes aspect of CDOT’s proposal is not well understood by elected-officials or members of the community. CDOT needs to explain how its particular managed lanes concept, along with other user fee concepts, would function in the I-70 corridor.</div>		<div>O3 Per existing regulations, CDOT can’t convert general-purpose lanes to managed lanes; therefore, this is not an option to keep I-70 within its existing right-of-way. For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Please refer to Chapter 3, Summary of Project Alternatives and Chapter 4, Transportation Impacts and Mitigations for more information regarding managed lanes. Pricing of the managed lanes will be decided in a future phase of project development and not through the EIS process.</div>
P3	<div>Comment # 22: CDOT and its partners are requested to address pricing for the entire transportation system in metro Denver, connected with regional and local transit, to enable better-informed decisions regarding lane configurations, termination points, and access along the I-70 East segment.</div>		<div>P3 Pricing the transportation system for the entire metro area is outside of this project’s scope. Pricing strategies are considered and implemented by HPTE.</div>
Q3	<div><u>Community and Economic Development</u></div> <div>Comment # 23: CDOT is requested to describe community and economic development plans along with the I-70 corridor from Aurora to Lakewood and how the project can fit within subarea planning and existing neighborhood context.</div>		<div>Q3 Consistency with existing local plans along the corridor is included in Section 5.4, Land Use. The study area for land use only includes areas of Denver, Aurora, and Commerce City. Lakewood is outside of the study area.</div>
R3	<div>Comment # 24: The neighborhoods of Elyria and Swansea have stated a need to establish and re-establish connectivity. CDOT and its partners are requested to decide on these investments in advance of any I-70 constructing.</div>		<div>R3 Connectivity is adequately addressed in the Final EIS. For information on the Preferred Alternative highway cover, please see PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>
S3	<div>Comment # 25: To minimize disruption in Elyria and Swansea, CDOT is requested to invest in the I-270/I-76 project first, prior to construction any construction in the I-70 corridor.</div>		<div>The concern about north-south connectivity with the Preferred Alternative was adequately addressed in the Final EIS. For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>
T3	<div>Comment # 26: It is requested that CDOT sign a “good-neighbor compact” with local businesses and trucking companies to clamp down on “cut-through” travel on residential streets.</div>		<div>S3 There are no current projects identified on I-270/I-76 other than routine maintenance. For information on the I-270/I-76 reroute alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>
U3	<div><u>Constructability and Construction Impacts</u></div> <div>Comment # 27: Impacts during construction on the current alignment – regardless of final alternative – will include dust, noise, vibration, disruption of circulation, diversion of traffic. CDOT is requested to guarantee that residents of Elyria and Swansea will have fewer environmental and health impacts during construction than exists today without construction.</div>		<div>T3 Any potential changes to the designated truck routes and delivery routes will be coordinated with Denver to ensure impacts are minimized. For information on truck traffic impacts on adjacent neighborhoods, please see TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>
V3	<div>Comment # 28: CDOT is requested to develop an alternative in which no families are removed or relocated.</div>		<div>U3 The concerns presented in this comment have been adequately addressed in the Final EIS. For information on project mitigation measures, please see IMP1 (general project mitigation measures), IMP4 (school mitigation measures), IMP6 (hazardous materials mitigation measures), IMP7 (fugitive dust mitigation during construction), and IMP8 (noise mitigation measures during construction) of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>
W3	<div><u>Vasquez/Steele Street</u></div> <div>Comment # 29: CDOT is requested to relocate the partial Vasquez interchange a half a mile to the east at Colorado Boulevard.</div>		<div>V3 There are no alternatives that can address the purpose and need of the project while staying within current right-of-way, including the No-Action Alternative. This concern was adequately addressed in the Final EIS. For information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>
X3	<div>Comment # 30: The property currently used for the interchange at Vasquez is a significant area for redevelopment – including mixed-income housing, neighborhood serving retail (perhaps the grocery store the neighborhood desires), and community and/or civic uses. The area may also accommodate a relocated elementary school. CDOT is requested to work with the City and County of Denver to transfer lands at Vasquez Boulevard and Steele Streets for redevelopment and construction of services, shops, and other facilities for citizens of Swansea.</div>		
Y3	<div>Comment # 31: CDOT is requested to work with partners to develop an integrated context-sensitive freight system plan – that would address routing of truck traffic out of adjacent residential areas</div>		

Responses continue on the following page.




Comments			Responses to Comments
Source:	Submittal	Document Number: 850	Name: Denver Councilwoman Deborah Ortega
<div>This side intentionally left blank.</div>			<div>W3</div> CDOT has coordinated with Denver on the changes made to the Steele Street/Vasquez Boulevard interchange in the Final EIS. For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
			<div>X3</div> CDOT will continue to work with Denver on the disposal of excess right-of-way that remains after construction.  At the end of the project, after all construction has been completed, CDOT will make a determination as to what excess right-of-way it may have along the I-70 East corridor that it does not need for transportation purposes. With the approval of FHWA and the CDOT Transportation Commission, such parcels can be declared excess right-of-way. CDOT has procedural requirements as to how to dispose of excess right-of-way. In addition, depending upon whether or not a parcel of excess right-of-way is usable as a standalone parcel will dictate which parties may have a right of first refusal. If multiple parties submit competitive bids for excess parcels, CDOT will typically select the highest bidder as the purchaser.
			<div>Y3</div> Freight was adequately addressed in the Final EIS. For information on truck traffic impacts on adjacent neighborhoods, please see TRANS8 and TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments			Responses to Comments
Source:	Submittal	Document Number: 850    Name: Denver Councilwoman Deborah Ortega	
Y3	(including Elyria and Swansea along the I-70 alignment). An area wide freight system plan would be the appropriate mechanism for addressing mobility and routing issues of neighboring jurisdictions, including Commerce City.		
Z3	<u>Mobility During Construction</u> Comment # 32: CDOT is requested to develop an advance comprehensive package of mobility-related projects. Improvements to I-270 first make sense in advance of any construction on I-70. The package should include neighborhood circulation issues as well, including multimodal accessibility and connectivity enhancements within and between the environmental justice neighborhoods of Elyria and Swansea.		<b>Z3</b> CDOT has been working with Denver and other stakeholders to design a comprehensive network where there is impact as a result of the I-70 East construction. If these facilities, such as I-270, will not be impacted by the project, they will not be addressed. CDOT will develop and implement a robust public communications plan during construction to ensure things such as advanced notifications of detours and will continue coordination with RTD and Denver on detours and access changes.
A4	<u>Community Engagement</u> Comment # 33: Community leaders criticize CDOT’s community engagement process. CDOT is requested to retool its community participation process for I-70 East and move to a more robust process where everyone hears both questions and responses – in order to build consensus within the community.  Example: I-15/SR-15 (40 <sup>th</sup> Street) in San Diego. A preferred option was selected that minimized community impacts, while improving function on that component of the regional transportation system. Specific community improvements were agreed to – including s covers at several key locations along the alignment. The project included linkages to regional transit (existing and planned)and access to transit stations within the highway at major boulevards.		<b>A4</b> CDOT continues to provide and modify public involvement for the project. Question and answer sessions are now provided for the audiences at most meetings. Input received has been incorporated into the project throughout the project development process. For information on CDOT’s public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments			Responses to Comments
Source:	Submittal	Document Number: 850    Name: Denver Councilwoman Deborah Ortega	
<p>Good evening. I am so pleased to see residents from the neighborhood here. I just would like a raise of hands. How many of you are from Globeville, Swansea, and Elyria? This is awesome. As you all know, these are the most directly impacted neighbors that will be affected by this project. And for the community, you all know that the NEPA process, the National Environmental Policy Act, regulates how these projects move forward, which includes many of the issues that Councilwoman Montero talked about earlier about addressing the environmental impact to these communities. So we have been working diligently to address issues that affect air quality. We will have some very robust comments on that issue that will be submitted as part of the EIS. We've got some 35 pages that we have compiled that will be part of the record that addresses these issues, including connectivity, which is vital.</p> <p>So when you remove 46th Avenue underneath I-70, which is the connection that these communities utilize to get back and forth, that disappears. And putting that parallel to I-70, and particularly in front of the school, where there's a nice beautiful lid that children will have to cross, is not the right way to do this. We have recommended that that road be moved further north so that that connectivity that provides that linkage for all three of these neighborhoods, meaning crossing under the railroad tracks and connecting over the river—so that these three communities can all get back and forth. So, again, these are some of the points that we will be submitting as part of our comments, and we've been working very closely with Councilwoman Montero and folks from the neighborhood to ensure that these are all part of the public comment and that they get addressed as part of this project. Thank you.</p>			<p>The comments received during the public hearing from Councilwoman Ortega are duplicates of those in a letter that was submitted earlier. Rather than duplicating responses, detailed responses are provided with the letter submittal. Please see the previous pages for the responses.</p>



Comments		Responses to Comments
Source: Submittal	Document Number: 818	Name: Denver Auditor, Dennis Gallagher



I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below

or via the I-70 East website (www.i-70east.com) by October 31, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Policy. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any future project notices.

Date: 10/31/14 Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required): Dennis Gallagher

Organization: Auditors Office/City and County of Denver

Address (required):

City/State/Zip:

Email: d.gallagher@cityandcountyofdenver.org

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

<input checked="" type="radio"/> Air quality	<input checked="" type="radio"/> Environmental justice	<input checked="" type="radio"/> Financing	<input checked="" type="radio"/> Hazardous materials	<input checked="" type="radio"/> Historic
<input checked="" type="radio"/> Managed lanes	<input checked="" type="radio"/> Noise	<input checked="" type="radio"/> Property impacts	<input checked="" type="radio"/> Swansea Elementary	<input checked="" type="radio"/> Visual
<input checked="" type="radio"/> Preliminary identified preferred alternative	<input checked="" type="radio"/> Truck traffic	<input checked="" type="radio"/> Other		


Please print your comment on the Supplemental Draft EIS legibly below

As the elected Auditor of the City and County of Denver, and having represented the citizens of North Denver for 45 years, my interest and concern about this project is well-known and has been well-documented. In this role I have had numerous individuals and organizations express their concerns and asked me to help ensure their issues are heard. I have kept track of these issues and concerns and this document is a compilation of other people's work and concerns as well as my own. I hope that CDOT will give each of these comments, as well as all the others they receive, the consideration and focus they deserve.



\*\*\*\*Continue on back for more space\*\*\*\*

Please turn in this form in to a project team member or mail/email by October 31, 2014, to:

I-70 East EIS Team  
Colorado Department of Transportation  
2000 S. Holly Street, Denver, CO 80222  
Email: [contactus@i-70east.com](mailto:contactus@i-70east.com)



The information in the cover letter is noted. Responses to specific comments are included on the following pages.

Comments			Responses to Comments
Source: Submittal		Document Number: 818	
		Name: Denver Auditor, Dennis Gallagher	
<div><div></div><div>Dennis Gallagher Comments</div><div>I-70 East SDEIS   September-October 2014</div></div> <div><div><div>A</div><div><p><b>General comments</b></p><p><u>Comment # 1:</u> CDOT is requested to provide an alternative that does what is best for Elyria and Swansea, as well as for improved mobility in the neighborhood, the city, and the region.</p><p><u>Comment # 2:</u> CDOT is requested to develop an alternative that recognizes Elyria and Swansea as “settled urban environments” – that is, an outcome that adapts the roadway to this fragile existing urban environment. The process as developed and implemented by CDOT is backwards: The neighborhoods shouldn’t have to adapt to an expanded highway, CDOT needs to adapt to the neighborhoods.</p></div></div><div><div>B</div><div><p><u>Comment # 3:</u> CDOT and its partners are requested to put resources on the table for the environmental justice neighborhoods of Elyria and Swansea to (a) correct historic injustices, (b) modernize facilities within the neighborhoods, and (c) restore the integrity and stability of these neighborhoods.</p></div></div><div><div>C</div><div><p><u>Comment # 4:</u> Federal transportation authorization legislation places a renewed emphasis on system preservation/improvement, economic growth, safety and innovative approaches. CDOT’s purpose and need statement refers to these principles but does not adequately deal with them. Please develop an alternative that improves mobility in Elyria and Swansea, provides for economic growth at the neighborhood level in those communities, increases safety for all modes of travel in the neighborhoods, including grade separations at railroad crossings, moving truck traffic around the neighborhoods and not through them, and completing sidewalks and trails.</p></div></div><div><div>D</div><div><p><u>Comment # 6:</u> CDOT is requested to test alternatives to the proposed “preferred alternative”. These would include: 6-lanes along the current I-70 alignment; 6+2 lanes (i.e. 6 general purpose lanes and one high-occupancy vehicle lane in each direction); No frontage roads directly adjacent, but improved existing east-west avenues.</p></div></div><div><div>E</div><div><p><u>Comment # 7:</u> Numerous interstate and highway projects across the country have been modified from what highway departments and engineers originally proposed. Projects have been downsized (or “rightsized”) to smaller highways or boulevards, alignments have been modified, routes have changed, or projects have been canceled. CDOT is requested to address lessons from other urban regions across the US and provide alternatives which do not require adding lanes along the current I-70 alignment – i.e., the 118’ wide segment in Elyria and Swansea.</p></div></div></div> <div><div>****Attach more pages as needed****</div><div>Thank you for your input</div><div><div>Please turn in this form in to a project team member or mail/email by October 31, 2014, to:</div><div>I-70 East EIS Team</div><div>Colorado Department of Transportation</div><div>2000 S. Holly Street, Denver, CO 80222</div><div>Email: <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></div></div><div></div></div>			<div><div><div>A</div><div><p>FHWA and CDOT have identified the Partial Cover Lowered Alternative with Managed Lanes Option as the Preferred Alternative for the I-70 East project. This alternative and associated option is identified as the Preferred Alternative because it best meets the project purpose and need, addresses community and stakeholder concerns in the most comprehensive manner, has the most community and agency support as compared to the other alternatives under consideration, and—with the proposed mitigation measures—causes the least overall impact. For additional factors involved in the identification of the Preferred Alternative, please see Chapter 3, Summary of Project Alternatives in the Final EIS.</p></div></div><div><div>B</div><div><p>Environmental justice concerns have been adequately addressed in the Final EIS, and mitigation commitments have been included in the project. For information on impacts in general and to the Environmental Justice communities, please see IMP1, EJ1, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>For information on efforts to reduce the past impacts, please see PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div><div><div>C</div><div><p>The identified Preferred Alternative addresses the project purpose and need which is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. The Partial Cover Lowered Alternative improves safety in the Elyria and Swansea Neighborhood by providing grade separated railroad crossings within the project’s construction limits and accommodating the truck traffic to reduce cut-through truck traffic within the neighborhood. The Preferred Alternative is also consistent with Denver’s bike plan and will improve the bicycle and pedestrian experience in the project area by providing safe crossings across the highway and improving lighting and sidewalks in the impacted areas. It will also support reduction in VMT by allowing HOV 3+ to use the tolled express lanes free of charge. It does not preclude others from moving forward with projects to address local mobility in the nearby neighborhoods or their development goals.</p><p>For information on moving truck traffic out of the area, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p><i>Responses continue on the following page.</i></p></div></div></div>

Comments			Responses to Comments
Source: Submittal	Document Number: 818	Name: Denver Auditor, Dennis Gallagher	
<div>This side intentionally left blank.</div>			<div>D</div> <p>The planned five-lane with auxiliary lane cross section in each direction is warranted to meet the forecasted capacity needs. Detailed traffic modeling confirms the proposed improvements. Additionally, the volumes and proposed number of lanes were compared to other freeways in metro Denver, further confirming the proposed cross sections. Detailed information on traffic volumes and forecasting is available in Chapter 4 of the Final EIS. Additionally, CDOT and FHWA also considered the need for the highway lanes based on very recently released DRCOG projections of traffic for 2040 that are slightly lower than the 2035 estimates. Based on the segment-by-segment assessment, the agencies concluded that the Phase I project lane configurations were still appropriate. See Attachment E, Traffic Technical Report for more information.</p> <p>The proposed reconstruction of I-70 would result in a facility approximately 195 feet in cross section width. When the 46th Avenue frontage road is included, the total width is about 275 feet. CDOT recognizes the impact of widening an interstate in an urban area. The Department must balance these impacts with our goal to make this the very last widening project on this portion of I-70. Lowering the highway below grade makes this decision all the more imperative as it would be extremely cost prohibitive and nearly technically impossible to widen a lowered highway.</p> <p>It is also important to point out that narrowing the highway to 8 lanes does not reduce the number of homes acquired. While CDOT has not designed an 8 lane template, we can predict with some confidence that this footprint (roughly 24 feet narrower than a 10 lane facility) would only reduce acquisitions by 3-5 homes. Removing the frontage roads from the facility would direct more traffic onto neighborhood streets, introducing new safety problems for bicyclists and pedestrians. Because the lots are narrow in this part of the city, moving the impact limit line may theoretically save more homes, but the result would be a home left very close to a wall or a local street, with no room for amenities such as sidewalks, tree lawns, or bike lanes.</p> <div>E</div> <p>The planned five-lane with auxiliary lane cross section in each direction is warranted to meet the forecasted capacity needs. Detailed traffic modeling confirms the proposed improvements. Additionally, the volumes and proposed number of lanes were compared to other freeways in metro Denver, further confirming the proposed cross sections. Detailed information on traffic volumes and forecasting is available in Chapter 4 of the Final EIS. For more information on the need to widen the highway to 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. CDOT continues to look for ways to reduce the width of the highway while safely maintaining the necessary 10 lanes.</p>



Comments			Responses to Comments	
Source: Submittal		Document Number: 818	Name: Denver Auditor, Dennis Gallagher	
F		<p><u>Comment # 8:</u> Key and crucial specifics around this project continue to be unstated, unknown and in negotiation with the City and County of Denver. While CDOT continues to create elaborate renderings and videos showing a “vision” of the project, the specifics of key elements, including: the size, number and placement of the “lids”; the size and placement of the “park(s)” on top of the lids; who is responsible (financially) for the construction of the “park(s)” and what will the final product look like; who is responsible for the ongoing upkeep (financial and maintenance) of the “park(s)”; the number of actual lanes to be built; as well as the size and placement of the frontage roads, continue to be unknown and in flux. CDOT is requiring the citizenry to comment on a project that no one knows the true and full scope of. Therefore, CDOT is requested to provide full and detailed plans for the project and thereafter provide the citizens an opportunity period to comment on the project as it “will be”, not as it “might be” conceived.</p>		
		<p><u>Comment # 9:</u> DRCOG’s MetroVision 2035 does not specifically show the expansion of I-70 as envisioned in the “Preferred Alternative”. This represents a major departure from how highway planning and subsequent funding is accomplished. CDOT is requested to go to DRCOG and seek approval for the Preferred Alternative expansion. At that point DRCOG can work this expanded highway into its own vision of the future which will then provide a basis for determining the viability and reasonability of CDOT’s preferred choice. CDOT should come back to the community with its plans AFTER DRCOG has revised the MetroVision 2035.</p>		
<p><b>Transportation System Planning Comments</b></p>				
H		<p><u>Comment # 10:</u> CDOT is requested to provide a common understanding of the Denver region’s transportation system as a whole, and the specific role of I-70 within that system.</p>		
		<p><u>Comment # 11:</u> CDOT is requested to provide a system planning approach that is comprehensive and integrated. Please address the relationship to tandem and non-interstate parts of the network, such as (a) parallel and connecting roadway network (including I-270 and I-76 – i.e., I-70’s tandem facility), (b) existing and emerging transit network (i.e., likely future phases of high-capacity transit, including RTD’s high-speed rail and the service it will provide east-west through the metro area) , (c) the local street network (including opportunities to move local traffic from I-70 to local streets), and (d) non-automobile transportation modes.</p>		
I		<p><u>Comment # 12:</u> CDOT is requested to develop an alternative that factors in transit (local, regional, and statewide) and other aspects of mobility and accessibility that would not require additional lanes – thus enabling a narrower interstate footprint in the environmental justice neighborhoods.</p>		
J		<p><u>Comment # 13:</u> CDOT is request to provide a system-wide and corridor level strategy for reducing vehicle miles traveled. CDOT is requested to set goals to create a better mode share to reduce driving alone, and again resulting in not needing to provide additional lanes.</p>		
		<p><u>Comment # 14:</u> CDOT is requested to develop alternatives that apply transportation demand management programs (including ridesharing, shuttle circulators, and parking management) – to reduce vehicle miles traveled and the need to provide additional lanes.</p>		
<p><b>F</b> The Preferred Alternative identified by FHWA and CDOT proposes to remove the existing viaduct and replace it with a lowered highway, complete with one highway cover near Swansea Elementary School. For information about the proposed highway cover and the maintenance responsibilities of the facility, please see PA1, PA2, PA3, PA4, and PA5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on the possibility of a second cover, please see PA8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>				
<p>Chapter 3, Summary of Project Alternatives details the number of lanes, and the size and placement of the frontage roads in each of the alternatives under analysis in the Final EIS.</p>				
<p>The project team continues to use an extensive public involvement approach to communicate important project updates and allow the public to provide input on the cover amenities and the alternatives under analysis in the EIS. For information on CDOT’s public involvement approach, please see OUT1 and OUT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Chapter 10, Community Outreach and Agency Involvement provides a more detailed description of the various opportunities the project team has provided for the public since the beginning of the project.</p>				
<p><b>G</b> It should be noted that, before FHWA selects a Preferred Alternative in the ROD, the alternative will be included in DRCOG’s fiscally constrained regional transportation plan. In order to meet the conformity requirements of the Clean Air Act, the I-70 East Project will be included in the DRCOG 2040 Metro Vision plan, and will not reduce the ability to meet regional targets. For information on traffic forecasting for this project, please see TRANS5, TRANS6, and TRANS7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>				
<p><b>H</b> By using the DRCOG model as a base and developing microscale models to understand local traffic operations, CDOT has taken the regional transportation network, including local streets, into account. These models include all planned and programmed transportation projects in the region, including FastTrack’s improvements. For information on traffic forecasting for this project, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>				
<p><b>I</b> Improvements to transit and other modes of transportation have been adequately considered in the Final EIS. For information on consideration of multi-modal forms of transportation, please see TRANS1 and TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>				
<p>For information on the need to widen the highway to 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. CDOT will continue to look for opportunities to minimize the width through final design.</p>				
<p><b>J</b> TDM/TSM strategies have been developed for this project and are discussed in Chapter 3, Summary of Project Alternatives. HOV3+ will be able to travel in the managed lanes for free, which will encourage ridesharing.</p>				

Comments			Responses to Comments
Source:	Submittal	Document Number: 818    Name: Denver Auditor, Dennis Gallagher	
K		<p><u>Comment # 15:</u> CDOT is requested to develop alternatives based on an evaluation of evolving land uses over the next 30-years – that is, more compact urban development and transit-oriented development that is less reliant on automobile travel.</p>	<p><b>K</b> The traffic modeling performed for the project includes the most up-to-date socioeconomic forecasts and land use scenarios for the DRCOG region. For information on traffic forecasting, please see TRANS5 and TRANS6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
L		<p><u>Comment # 16:</u> CDOT is requested to demonstrate whether the I-70 alternative is fully consistent with the DRCOG Regional Plan. CDOT is requested to develop an alternative for I-70 that is considered within the regional transportation system as a whole.</p>	<p><b>L</b> CDOT has fully analyzed the I-70 East Project in the context of the regional transportation plan. During project scoping the project team identified the DRCOG regional transportation plan as the basis for future travel forecasts within the study area. This has been confirmed throughout the project as the appropriate model, and is required by federal air quality conformity rules. This plan, and associated travel demand model, includes anticipated population and employment growth for every municipality within DRCOG as well as fiscally-constrained improvements. The model also accounts for planned and programmed transit improvements in the region. In 2014, the Final EIS analysis included an update to use the most recent accepted 2035 travel demand model, including the most up-to-date socioeconomic forecasts and land use scenarios for the 2035 Compass Model, also known as the Year 2013 Cycle 2 updates.</p>
M		<p><u>Comment # 17:</u> While CDOT shows the entire project as I-25 to Tower Road, for this specific length of the project (Vasquez to Colorado) there is no detail showing how the project will transition from 10 lanes back to 6 lanes on both the East and West ends of the project. An ongoing issue over the years has been the question of lane balance when merging two freeways into one. CDOT historically tries to take multi-lane merges and reduce them into a single lane. This results in congestion on the freeway section for sometimes miles. CDOT is requested to provide specific plans and detail showing how the increased number of vehicles of 10 lanes will be absorbed back into the smaller 6 lane profile at Colorado Blvd. and at the area around Brighton Blvd.</p>	<p>During the development of this Final EIS document, DRCOG released the 2040 Focus model. Because the traffic modeling was already underway at the time of this release, a sensitivity analysis was performed to determine the changes in traffic volume in the design year. The sensitivity analysis concluded that although the traffic volumes projected by the 2040 Focus model were slightly lower than the 2035 Compass model, the Focus model volumes would not impact the capacity needed for the corridor, and, therefore, would not significantly change the design nor the environmental impacts of the project. Thus, the modeling was completed using the 2035 Compass model.</p> <p>It should be noted that, before FHWA selects a Preferred Alternative in the ROD, the alternative will be included in DRCOG’s fiscally constrained regional transportation plan.</p> <p>For more information on traffic forecasting, please see TRANS5 and TRANS6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
<p><b><i>Traffic Demand Modeling Comments</i></b></p>			
N		<p><u>Comment # 18:</u> It has been impossible to get a straight answer as to who has created the model being used to determine the appropriate future need of the expansion beyond the current six lanes of the highway. CDOT claims it comes from DRCOG while DRCOG disavows the model claiming CDOT has taken the DRCOG base numbers and modified it in ways that they do not fully understand or necessarily concur with. Atkins acknowledges that it has done “some” modification to the data and run it through a modeling program but has been unable to explain, in any understandable way, what assumptions have been applied to data over 10 years old. For these reasons CDOT, Atkins and DRCOG are requested, in the interest of transparency and accountability, to publicly state who has created the model that is being used; which public entity takes full responsibility for its accuracy and reasonableness; and exactly what data, software modeling and other specific information and/or tools were used to create the model.</p> <p><u>Comment # 19:</u> For the sake of transparency, CDOT is also asked to identify where it has modified DRCOG forecasts and for what reason. CDOT and Atkins have been using an old travel demand model and an old future land use forecast. CDOT is requested to provide this information in terms that the general public can easily understand and analyze.</p> <p><u>Comment # 20:</u> CDOT continues to use traffic forecasting that projects future growth based on historic numbers from 1997 and before. An analysis of miles driven per capita shows that growth has not only slowed but has begun a steady decline for almost a decade. Additionally, multiple studies have shown that the “Millennial” generation has a differing perception of transportation, life style and “quality of life” issues. This generation is driving less and studies show this trend is likely to continue. While population growth must be accounted for, CDOTs model continues to use false and inaccurate projections of traffic volumes. Moreover analysis has shown over the last twenty years that ‘official’ traffic projections are consistently significantly higher than actual outcomes. CDOT is requested to provide a modeling scenario that specifically shows projections based on the last ten years of a decline</p>	<p><b>M</b> The managed lane traffic must merge right into a general purpose lane at the termination point west of Brighton Boulevard. Two general-purpose lanes continue to I-25 and are not through lanes on I-70. Refer to Attachment A, Alternative Maps in the Final EIS for a detailed view of the lane transitions. Additionally, Chapter 3, Alternative Analysis in the Final EIS discusses the number of lanes proposed throughout the project area.</p> <p><i>Responses continue on the following page.</i></p>

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		<p>in traffic growth and a model that takes into account the changing perceptions of “Millennial” and later generations.</p> <p><b>O</b> <u>Comment # 21:</u> CDOT is requested to use more up-to-date modeling available through DRCOG and keep pace with best modeling practices. DRCOG has a new state-of-the- art travel demand model called “Focus.” DRCOG is also using a new UrbanSim model.</p> <p><b>P</b> <u>Comment # 22:</u> CDOT is requested to test a full range of highway project alternatives. It is asked to test alternatives based on introducing improvements to I-70 that do not require the addition of any new lanes. It is asked to test an alternative going from the current 6-lanes to 8-lanes. It is asked to test an alternative with frontage roads not immediately adjacent. (8-lane alternative would have sufficient capacity and eliminate some of the severe impacts on the community.) Given location in environmental justice neighborhoods, the cross-section needs to aspire to absolute “minimum widths” to minimize impacts.</p> <p><b>Q</b> <u>Comment # 23:</u> CDOT’s current alternative is wider than a football field is long. As such, CDOT’s alternative maximizes impacts on the environmental justice neighborhoods of Elyria and Swansea rather than minimizing impacts. CDOT is requested to develop an alternative that maintains a roadway within the existing 118’ right-of-way. That is, an alternative that removes no homes and businesses and that minimizes the width of the project and mitigates impact on the neighborhood.</p> <p><b>R</b> <u>Comment # 24:</u> It is unclear whether the modeling takes into account further expansion of the mass transit system. This leads to the conclusion that VMT and transit usage are not accurately inputted in the model, so all forecasts are over estimating vehicular volumes, particularly on freeways. CDOT is requested to provide specific and detailed data as to what mass transit plans or specific projects were used in the modeling and further provide the specifics on how each project, and how the combination of all considered plans, factor into the modeling.</p> <p><b>S</b> <u>Comment # 25:</u> It is unclear if CDOT has figured “Induced Demand” projections into its modeling for this project. The reality of Induced Demand is obvious when you look at the TREX project: This area of highway was one of the lowest rated sections of highway in the state prior to the project, with bumper-to-bumper traffic on virtually every work day. After TREX the highway had open traffic flow with minimal jam-ups – for the first 2-3 years. Because of the ease of the commute the “induced demand” has returned I-25 to virtually its same level of congestion as before TREX. CDOT is requested to detail if/how “induced demand” was worked into its models and discuss, in layman’s terms, what options have been explored to mitigate this phenomenon. iCompilation</p> <p><b>Manages Lanes Comments</b></p> <p><b>T</b> <u>Comment # 26:</u> CDOT is requested to analyze a range of user fee strategies for I-70 – including, but not limited to, managed lanes. CDOT is requested to advance pricing alternatives that would allow I-70 to remain within its current 118’ right-of-way.</p> <p><u>Comment # 27:</u> The managed lanes aspect of CDOT’s proposal is not well understood by elected-officials or members of the community. CDOT is requested to explain how its particular managed lanes concept, along with other user fee concepts, would function in the I-70 corridor.</p>	<p><b>N</b> Before conducting the analysis of the No-Action or Build Alternatives, future (2035) transportation system characteristics were identified. All I-70 project alternatives assume implementation of the transportation improvements identified in the DRCOG 2035 MVRTP. This includes both programmed projects (those budgeted in the five-year Transportation Improvement Plan [TIP]) and planned projects (those not in the TIP, but included in the adopted DRCOG 2035 MVRTP). For a complete list of projects, refer to the DRCOG 2035 MVRTP.</p> <p>Following the release of the Supplemental Draft EIS, DRCOG provided the most up-to-date socioeconomic forecasts and land use scenarios for the 2035 Compass Model, also known as the Year 2013 Cycle 2 updates. The traffic models were updated to reflect these changes. During the development of the Final EIS document, DRCOG released the 2040 Focus model. Because the traffic modeling was already underway at the time of this release, a sensitivity analysis was performed to determine the changes in traffic volume in the design year. The sensitivity analysis concluded that although the traffic volumes projected by the 2040 Focus model were slightly lower than the 2035 Compass model, the Focus model volumes would not impact the capacity needed for the corridor, and, therefore, the modeling was completed using the 2035 Compass model.</p> <p>In addition to planned roadway improvements, the analysis assumed the implementation of major transit system improvements within the Denver region as part of RTD’s FastTrack’s program. Of most relevance in the study area is the East Corridor commuter rail project, which will run from downtown Denver to DIA.</p> <p>Individual travel demand models and DynusT roadway networks consistent with future (2035) transportation system improvements were developed for the alternatives. A travel demand model estimates traffic demand based on where population and employment will grow in the region, and then predicts how the resulting travel demand distributes over the regional transportation network. The evaluation of the individual roadway networks within the travel demand models provided the future (2035) origin-destination data for the various alternatives. The origin-destination output from the travel demand models became the input to the individual roadway networks within DynusT.</p> <p>The changes in the driving patterns have been considered in traffic modeling for the Final EIS. For information regarding consideration of changes in the driving pattern, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>O</b> CDOT has fully analyzed the I-70 East Project in the context of the regional transportation plan. During project scoping the project team identified the DRCOG regional transportation plan as the basis for future travel forecasts within the study area. This has been confirmed throughout the project as the appropriate model, and is required by federal air quality conformity rules. For information on the travel model used for this project, please see TRANS6 and TRANS7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><i>Responses continue on the following page.</i></p>



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<div>This side intentionally left blank.</div>			<p><b>P</b> CDOT has considered a wide range of alternatives (over 90) for improvements to I-70. All alternatives, including the No-Action Alternative, include expanding the footprint of the roadway in order to meet current design and safety standards. The planned 10-lane cross-section is warranted to meet the capacity needs. The detailed traffic modeling confirms the proposed improvements. Additionally, the volumes and proposed number of lanes were compared to other freeways in metro Denver, further confirming the proposed cross-sections. For more information on the need to widen the highway to 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. CDOT will continue to look for opportunities to minimize the width through final design.</p> <p>The concerns regarding the traffic forecasting have been adequately addressed in the Final EIS. For information on traffic forecasting for this project, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on the alternatives considered throughout the EIS process, please see Chapter 3, Summary of Project Alternatives, and Attachment C, Alternatives Analysis Technical Report of the Final EIS.</p>
			<p><b>Q</b> The I-70 viaduct needs to be replaced because of its deteriorating structural conditions. There are no alternatives that can address the purpose and need of the project while staying within current right-of-way, including the No-Action Alternative. All alternatives that are under consideration, including the No-Action Alternative, expand the footprint of the roadway to meet current design and safety standards, and have been minimized to avoid impacts to the greatest extent possible. For more information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. See Chapter 3, Summary of Project Alternatives, of the Final EIS for more information on the alternatives.</p>
			<p><b>R</b> The traffic model accounts for planned and programmed transit improvements in the region. See chapter 4, Transportation Impacts and Mitigation Measures for more information on what assumptions were included in the Traffic Demand Modeling for the project.</p>
			<p><b>S</b> Federal requirements require NEPA studies to use the current adopted regional travel demand model for analysis purposes, which for I-70 East was the DRCOG Compass model. All proposed alternatives are coded using the regional model to develop unique origin-destination data based on the improvements. In many cases, the improvements attract more vehicles to I-70 and this is accounted for in the traffic analysis. For more information on traffic forecasting and modeling, please see TRANS5 and TRANS6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
			<p><b>T</b> Per existing regulations, CDOT can’t convert general-purpose lanes to managed lanes; therefore, this is not an option to keep I-70 within its existing right-of-way. Pricing of the managed lanes will be decided in a future phase of project development and not through the EIS process. For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Please refer to Chapter 3, Summary of Project Alternatives and Chapter 4, Transportation Impacts and Mitigations for more information regarding managed lanes.</p>

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U	<p><u>Comment # 28:</u> The SDEIS admits that further study and documentation will be forthcoming involving the managed lane concept in the Final EIS. It is premature to declare to the citizenry that the preferred alternative is managed lanes when further documentation is not available. The supporting data that is provided is inconclusive and based solely on the DynusT model results. The basic conclusion for the preferred alternative is that the lower capacity option of managed lanes will outperform the higher capacity alternative of general purpose lanes by forcing traffic off the freeway. CDOT is requested to provide specific modeling and scenarios that: identify this shift in volumes; determines where it shifts to; and, show what impact this will have on these other facilities as a result.</p>	<p><b>U</b> Sections 3.3 and 8.5 of the Final EIS provide the reasons for including managed lanes in the Preferred Alternative. The managed lanes provide greater throughput on the highway by increasing speeds and travel times through the corridor for two of the five lanes, and therefore increasing the number of cars that pass through the corridor compared to the number of cars that congested general purpose lanes would pass through. The increased capacity on I-70 will keep traffic from using the local street network compared to the No-Action Alternative. Chapter 8, Phased Project Implementation, of the Final EIS includes more detailed information on the proposed managed lanes and additional traffic model discussions. For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	
V	<p><u>Comment # 29:</u> CDOT and its partners are requested to address pricing for the entire transportation system in metro Denver, connected with regional and local transit, to enable better-informed decisions regarding lane configurations, termination points, and access along the I-70 East segment.</p>	<p>Please see Chapter 3, Summary of Project Alternatives, Chapter 4, Transportation Impacts and Mitigations, and Chapter 8, Phased Project Implementation in the Final EIS for more information on the proposed managed lanes.</p>	
W	<p><u>Comment # 30:</u> Polling of drivers using the existing Managed Lanes on I-25 show that almost 2/3 of Express Lane users make \$75,000/year or more in income. This income level is twice the median income for the impacted neighborhoods of the I-70 project. CDOT is requested to explain what the impact of the Managed Lanes, by themselves, have on these neighborhoods and to explain any benefit that the neighborhoods might see.</p>	<p><b>V</b> Pricing the transportation system for the entire metro area is outside of this project’s scope. Pricing strategies are considered and implemented by HPTE.</p>	
X	<p><u>Comment # 31:</u> There is no detail that shows how the Managed Lanes will be incorporated into the larger project. Drawings and visualization provided by CDOT show the managed lanes extending beyond Brighton Boulevard to the west but do not illustrate any termination. Do they connect to the managed lanes on I-25? If so, how much reconstruction is required at the Mouse Trap, and are these costs included in the overall cost estimate? The report states that additional widening does not occur west of Brighton, which would mean there is no interface with existing lanes which seems like a grand omission. However, the technical traffic report accompanying the report in Volume II provides a contradictory statement “--- an eastbound vehicle that enters at I-25 and continues all the way to Tower Road will be subject to a toll charge at the I-25 ingress, at the Holly Street egress ---”(page 129). It also mentions egress points at Holly and Peoria which are not identified in the report. CDOT is requested to provide detailed clarification on these points</p>	<p><b>W</b> Managed lanes reduce congestion in the transportation network, providing a benefit to all drivers. The managed lanes will provide reduced travel times for users at all income levels, and provide a reliable trip through the corridor when drivers consider it worth the toll. While the pricing on managed lanes will provide more reliable options, it will be implemented with thorough consideration of equity impacts. In addition, HOV 3+ will be allowed to use the managed lanes free of charge. Please see EJ2 of the Frequently Received Comments and Responses of the Supplemental Draft EIS, located in Part 1 of Attachment Q for more information on how managed lanes benefits all users of I-70.</p>	
Y	<p><u>Comment # 32:</u> The analysis is incomplete and the case for managed lanes has not been made. Rather than going to the Final EIS, CDOT is requested that the SDEIS be re-issued when the complete information on managed lanes is made available. This will allow a proper comparison between the general purpose lanes and managed lanes can be made by the public. What drives this is the success of T-REX which has no managed lanes and is only eight lanes for nine miles in Denver. Comparisons will and should be made between the two projects in a re-issued SDEIS.</p>	<p>The concerns presented in this comment have been adequately addressed in the Final EIS. For information on identification of the Managed Lanes Option as the preferred option and property impacts with the Managed Lanes Option please see PA7 and PROP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	
Z	<p><u><b>Specific Contradictions Within the EIS Comments</b></u></p> <p><u>Comment # 33:</u> On page ES-5: Limited transportation capacity – “The forecast ranges from 117,000 to 285,000 vehicles per day (VPD) depending on the location in the corridor.” However, CDOT diagrams show over 300,000 VPD between I-270 and I-225. CDOT is requested to clarify forecast ranges and provide modified plans based on the agreed upon numbers.</p>	<p>Chapter 8, Phased Project Implementation in the Final EIS includes more detailed information on the proposed managed lanes.</p> <p><i>Responses continue on the following page.</i></p>	

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<div>This side intentionally left blank.</div>			<div>X</div> <p>The project does not include any direct connection to the I-25 managed lanes. The following describes the proposed managed lane connections for the Phase 1 project. Eastbound traffic that is passing over I-25 will be able to move into a managed lane on the left side of the highway immediately east of I-25. This will be accomplished by restriping the existing left shoulder to accommodate the single managed lane. No widening will occur between I-25 and Brighton Boulevard. At Brighton Boulevard there will be an ingress location for eastbound traffic to enter into the managed lane. This ingress is primarily designed to accommodate traffic that has entered I-70 from I-25. Continuing east, at Holly Street there will be an ingress/egress location that will allow eastbound vehicles to enter the managed lane or exit the managed lane. This location is designed to accommodate traffic that has entered I-70 from Colorado Boulevard and to allow drivers to exit the managed lane and exit I-70 at Quebec Street or Central Park Boulevard. Further to the east there is a planned egress location at Peoria Street. This egress from the managed lane will allow drivers to exit I-70 at I-225, Chambers Road and Peña Boulevard. Finally, the managed lane will continue east and terminate just east of the Peña Boulevard exit ramp. All remaining managed lane traffic will merge left into a general-purpose lane and can exit I-70 at Airport Road or continue to other destination further east of the study area.</p> <p>Westbound traffic that is entering the study area from locations east of Airport Boulevard and traffic that have entered I-70 from Peña Boulevard will be able to move into a managed lane on the left side of the highway near the I-25 interchange. This will be accomplished by widening of the highway to accommodate the single westbound managed lane. Minor widening of the highway will occur between I-225 and Quebec Street to allow the managed lane to continue along the left side of the highway up to the point where the Phase 1 full reconstruction is planned. At Peoria Street there will be an ingress location for westbound traffic to enter into the managed lane. This ingress is primarily designed to accommodate traffic that has entered I-70 from I-225. Continuing west, at Holly Street there will be an ingress/egress location that will allow westbound vehicles to enter the managed lane or exit the managed lane. This location is designed to accommodate traffic that has entered I-70 from Quebec Street and Central Park Boulevard and to allow drivers to exit the managed lane and exit I-70 at Colorado Boulevard. Further to the west there is a planned egress location at Brighton Boulevard. This egress from the managed lane will allow drivers to exit I-70 at I-25. Finally, the managed lane will continue west and terminate just west of the I-25 exit ramp. All remaining managed lane traffic will merge left into a general-purpose lane and can exit I-70 continue to other destination further west of the study area. Refer to Attachment A, Alternative Maps in the Final EIS for a detailed view of the lane transitions. Additionally, Chapter 3, Alternative Analysis in the Final EIS discusses the number of lanes proposed throughout the project area.</p> <div>Y</div> <p>Chapter 4, Transportation Impacts and Mitigation Measures in the Final EIS provides a traffic volume comparison between all of the analyzed alternatives and the different operational options. The data for the Managed Lane Option represent the total volume serviced by all lanes of I-70 (general-purpose lanes plus managed lanes). In general, all segments of I-70 experience an increase of daily volumes between 20 percent and 50 percent compared to the No-Action Alternative. The peak-period volumes display similar growth trends as the daily volumes. Overall, all of the Build Alternatives process similar volumes throughout the day. Improving traffic on I-70 results in drivers choosing to use I-70 instead of the local roadways to travel through the study area. CDOT will not be reissuing the Supplemental Draft EIS; instead, updated analysis is provided in the Final EIS.</p> <div>Z</div> <p>The traffic forecast ranges have been updated based on current data in the Final EIS.</p>



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A1		<p><u>Comment # 34:</u> On page ES-9: The report states: “---is the preliminary Preferred Alternative because it meets the project purpose and need , best addresses community concerns, has the most community and agency support, and - with the proposed mitigations - appears to cause the least overall impact.” CDOT has not provided any proof of this. The report specifically states that both the Basic and Modified Options are being evaluated in more detail. However, the next paragraph says “The recommended Preferred Alternative is evaluated fully in this document---. “ It seems to be contradictory saying “evaluated fully” and “is being evaluated in more detail”. CDOT is requested to explain what is the projects preliminary identified Preferred Alternative and why. CDOT is further requested to provide an explanation of the seemingly contradictory statements.</p>	<p><b>A1</b> In the Supplemental Draft EIS, all of the reasonable alternatives were analyzed in detail. The identified Preferred Alternative is evaluated fully in the Final EIS, along with the other reasonable alternatives, and is compared to the No-Action Alternative.</p> <p>FHWA and CDOT had preliminarily identified the Partial Cover Lowered Alternative with Managed Lane Option as the Preferred Alternative in the Supplemental Draft EIS. This alternative had two Connectivity Options (Basic and Modified) that were evaluated. For more information on these two Connectivity Options, please see Chapter 3, Summary of Project Alternatives in the Supplemental Draft EIS.</p> <p>FHWA and CDOT identified the Partial Cover Lowered Alternative with Managed Lanes Option as the Preferred Alternative for I-70 East Final EIS. This alternative, as refined since the Supplemental Draft EIS, is identified as the Preferred Alternative because it meets the project purpose and need, best addresses community concerns, has the most community and agency support, and—with the proposed mitigation measures—will cause the least overall impact. FHWA and CDOT considered feedback provided during the Supplemental Draft EIS public review process before identifying the Preferred Alternative in the Final EIS.</p> <p>The identification of the Preferred Alternative is discussed in detail in Chapter 3, Summary of Project Alternatives in the Final EIS. Design variations that were listed in the Supplemental Draft EIS have been either included in the alternative, or eliminated as described in the chapter.</p>
B1		<p><u>Comment # 35:</u> On page ES-9 it states “---traffic volumes on I-70 will increase between 30 % and 50% in the Build Alternatives ---”. However, from Exhibits ES-4 and ES-5 volumes are shown to increase between 23% and 97%. CDOT is requested to provide an explanation of the contradiction and clarify what number it is using for its modeling.</p>	<p><b>B1</b> The traffic forecast ranges have been updated in the Final EIS.</p>
C1		<p><u>Comment # 36:</u> On page ES-14 it notes “--- as well as redevelopment opportunities in existing neighborhoods, such as Elyria and Swansea Neighborhood.” In light of the loss of 20 businesses, 49 residences CDOT is requested to explain how the project will enhance social and economic conditions in the affected neighborhoods.</p>	<p><b>C1</b> The Preferred Alternative was developed in response to the community’s concerns to reconnect the Elyria and Swansea Neighborhood by removing the viaduct and placing the highway below ground level. This removal will eliminate the visual barrier created by the viaduct and perpetuated during the past 50 years. The cover over the highway in the lowered section will have a park or urban landscape on it that can draw in residents from both the north side and the south side of the highway, creating a seamless connection across the highway and providing additional connectivity within the neighborhood. The Preferred Alternative does not decrease the connectivity north and south across the highway. For information on the benefits of the Preferred Alternative highway cover, please see PA1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on the plans to offset impacts from the project, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on social and economic conditions, please see Section 5.2 of the Final EIS.</p>
D1		<p><u>Comment # 37:</u> On page 4-4: 2<sup>nd</sup> paragraph it states “Colfax Avenue is the only roadway other than I-70 that provides continuous east-west connectivity through the study area from I-25 to Tower Road.” This is a completely false statement based on Exhibit 4-1. The study area only extends north-south between Martin Luther King Boulevard and 56<sup>th</sup> Avenue, approximately one mile on each side of the interstate. Colfax Avenue is two miles south of MLK and is not in the study area. It is in the modeling area. In the interest of transparency and honesty, CDOT is requested to rectify this falsehood.</p>	<p><b>D1</b> The Final EIS document has been modified to clarify that Colfax Avenue is not in the study area, but is within the DynusT subarea.</p>
E1		<p><u>Comment # 38:</u> On page 4-20, Exhibit 4-18 does not show any improvements on Brighton Boulevard though the Mayor has announced a \$40+ Million upgrade to the corridor. CDOT is requested to explain: if this expansion and improvement of the Brighton Boulevard corridor was taken into account in the modeling; what affect the improvements have on traffic flow and demand; and, if the improvements were not included in the modeling it is requested that the model be redone to take into account this major project.</p>	
<u><b>Community and Economic Development Comments</b></u>			
F1		<p><u>Comment # 39:</u> The neighborhoods of Elyria and Swansea have stated a need to establish and re-establish connectivity. CDOT and its partners are requested to decide and publicly commit to these investments in advance of any I-70 constructing.</p>	
G1		<p><u>Comment # 40:</u> To minimize disruption in Elyria and Swansea, CDOT is requested to invest in the I-270/I-76 project first, prior to construction any construction in the I-70 corridor.</p>	
H1		<p><u>Comment # 41:</u> It is requested that CDOT sign a “good-neighbor compact” with local businesses and trucking companies to clamp down on “cut-through” travel on residential streets.</p>	<p><i>Responses continue on the following page.</i></p>

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<div>This side intentionally left blank.</div>			<div>E1</div> <p>As stated in Chapter 4, Transportation Impacts and Mitigation Measures in the Final EIS, the improvements analyzed as part of this study includes projects that are planned or programmed in the adopted DRCOG 2035 MVRTP. At the time the Supplemental Draft EIS was written, Brighton Boulevard improvements had not been approved yet, but are included in this exhibit in the Final EIS. According to Denver’s website, the I-70 East Project was taken in to consideration during the planning and study of the Brighton Boulevard Redevelopment Project, along with numerous other studies and planning efforts in the area.</p>
			<div>F1</div> <p>The Preferred Alternative was developed in response to the community’s concerns to reconnect the Elyria and Swansea Neighborhood by removing the viaduct and placing the highway below ground level. For information on the Preferred Alternative highway cover, please see PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The concerns regarding the north-south connectivity was adequately addressed in the Final EIS. For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
			<div>G1</div> <p>There are no current construction projects identified on I-270/I-76 other than routine maintenance. For information on the I-270/I-76 reroute alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
			<div>H1</div> <p>While existing truck travel within the Elyria and Swansea Neighborhood is a concern of local residents, changes associated with the Build Alternatives should not significantly impact these streets. Any potential changes to the designated truck routes and delivery routes on local streets will be coordinated with Denver to ensure impacts are minimized.</p>

Comments			Responses to Comments
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<b>Constructability and Construction Impact Comments</b>			
I1		<u>Comment # 42:</u> Impacts during construction on the current alignment – regardless of final alternative – will include dust, noise, vibration, disruption of circulation, diversion of traffic. CDOT is requested to guarantee that residents of Elyria and Swansea will have fewer environmental and health impacts during construction than exists today without construction.	<b>I1</b> CDOT will provide mitigation for impacts during construction. For information on project mitigation measures, please see IMP1 (general project mitigations), IMP4 (school mitigations), IMP6 (hazardous materials mitigation), IMP7 (fugitive dust mitigation during construction), and IMP8 (noise mitigation during construction) of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
J1		<u>Comment # 43:</u> CDOT is requested to develop an alternative in which no families are removed or relocated.	<b>J1</b> There are no alternatives that can address the purpose and need of the project while staying within current right-of-way, including the No-Action Alternative. For information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
<b>Vasquez/Steele Street Comments</b>			
K1		<u>Comment # 44:</u> CDOT is requested to relocate the partial Vasquez interchange a half a mile to the east at Colorado Boulevard.	<b>K1</b> CDOT has coordinated with Denver on the changes made to the Steele Street/Vasquez Boulevard interchange in the Final EIS. For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
L1		<u>Comment # 45:</u> The property currently used for the interchange at Vasquez is a significant area for redevelopment – including mixed-income housing, neighborhood serving retail (perhaps the grocery store the neighborhood desires), and community and/or civic uses. The area may also accommodate a relocated elementary school. CDOT is requested to work with the City and County of Denver to transfer lands at Vasquez Boulevard and Steele Streets for redevelopment and construction of services, shops, and other facilities for citizens of Swansea.	<b>L1</b> CDOT will continue to work with Denver on the disposal of excess right-of-way that remains after construction. At the end of the project, after all construction has been completed, CDOT will make a determination as to what excess right-of-way it may have along the I-70 East corridor that it does not need for transportation purposes. With the approval of FHWA and the CDOT Transportation Commission, such parcels can be declared excess right-of-way. CDOT has procedural requirements as to how to dispose of excess right-of-way. In addition, depending upon whether or not a parcel of excess right-of-way is usable as a standalone parcel will dictate which parties may have a right of first refusal. If multiple parties submit competitive bids for excess parcels, CDOT will typically select the highest bidder as the purchaser.
M1		<u>Comment # 46:</u> CDOT is requested to work with partners to develop an integrated context-sensitive freight system plan – that would address routing of truck traffic out of adjacent residential areas (including Elyria and Swansea along the I-70 alignment). An area wide freight system plan would be the appropriate mechanism for addressing mobility and routing issues of neighboring jurisdictions, including Commerce City.	<b>M1</b> While existing truck travel within the Elyria and Swansea Neighborhood is a concern of local residents, changes associated with the Build Alternatives should not significantly impact these streets. Any potential changes to the designated truck routes and delivery routes on local streets will be coordinated with Denver to ensure impacts are minimized. For information on truck traffic impacts on adjacent neighborhoods, please see TRANS8 and TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
<b>46<sup>th</sup> Avenue Comments</b>			
N1		<u>Comment # 47:</u> There are various and often conflicting descriptions OF 46 <sup>th</sup> Avenue both as it exists today and in the future reconstruction. The typical cross sections and generalized discussions do not clearly describe 46 <sup>th</sup> Avenue. From the presentation, an unfamiliar reader would get the impression that 46 <sup>th</sup> Avenue is a two-way, four-lane, signalized roadway running from I-25 to Colorado Boulevard, which is nothing close to reality. The visualization and animation drawings on the I-70 East website show a one-way frontage road couplet on both sides of the interstate between Brighton and York Street. They do not illustrate any connection for 46 <sup>th</sup> Avenue west of Brighton. It is misleading to present the wrong alternative for public review on the website. CDOT is requested to provide a detailed description of 46 <sup>th</sup> Avenue which should clearly identify the various cross sections, not just show a typical cross section.	<b>N1</b> The text has been updated in the Final EIS to address the comment. The Preferred Alternative as presented in the Final EIS includes 46th Avenue on both sides of the highway as two-way in some areas, one-way in others, and non-continuous between the cover and Swansea Elementary School. Chapter 3, Summary of Project Alternatives in the Final EIS explains the configuration of the 46th Avenue and Attachment A, Alternatives Maps in the Final EIS includes conceptual drawings of the highway design including 46th Avenue.
O1		<u>Comment # 48:</u> The business-case for frontage roads on both sides of the highway has not been made. For that reason CDOT is requested to eliminate the north frontage road in the preferred alternative. It is an additional intrusion into the neighborhood which is unnecessary. The 46 <sup>th</sup> south frontage road can	<b>O1</b> The project team worked collaboratively with Denver during the design process to determine the appropriate level of east-west and north-south connectivity for the local roadway network. The Preferred Alternative as presented in the Final EIS includes 46th Avenue on both sides of the highway as two-way in some areas, one-way in others, and non-continuous between the cover and Swansea Elementary School. The current design achieves the desired goals of the local agencies by maximizing connectivity of the local network, while keeping roadway widths to a minimum and providing a level of redundancy to assist in emergency vehicle response to the properties on both sides of I-70.



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P1	<div>handle the forecasted volumes as a single two way roadway and minimizes truck impacts for the majority of the neighborhood.</div> <div>Comment # 49: CDOT is requested to look into the possibility of terminating Stapleton Drive North at Colorado Boulevard to prevent unnecessary trips, primarily trucks, from entering the neighborhood.</div>		<div>P1 The project team worked collaboratively with Denver during the design process to determine the appropriate level of east-west connectivity for the local roadway network, including Stapleton Drive. The current design achieves the desired goals of the local agencies by maximizing connectivity of the local network, while keeping roadway widths to a minimum and providing a level of redundancy to assist in emergency vehicle response to the properties on both sides of I-70.</div>
Mobility During Construction Comments			
Q1	<div>Comment # 50: CDOT is requested to develop an advance comprehensive package of mobility-related projects. Improvements to I-270 first make sense in advance of any construction on I-70. The package should include neighborhood circulation issues as well, including multimodal accessibility and connectivity enhancements within and between the environmental justice neighborhoods of Elyria and Swansea.</div>		<div>Q1 CDOT has been working with Denver and other stakeholders to design a comprehensive network where there is impact as a result of the I-70 East construction. If these facilities, such as I-270, will not be impacted by the project, they will not be addressed. CDOT will develop and implement a robust public communications plan during construction to ensure things such as advanced notifications of detours and will continue coordination with RTD and Denver on detours and access changes.</div>
Project Cost Comments			
R1	<div>Comment # 51: The cost of the first phase of the project has risen to close to \$1.2 Billion for a 1.8 mile section of road. The stated \$1.2 Billion price tag is the cost without interest or load costs figured in. As recently as Mid-September, Don Hunt, Executive Director of CDOT, conceded in a public meeting that CDOT had not calculated the interest and loan costs associated with this project. In the absence of an accurate, inclusive cost for the project it is impossible for the general public to make the full extent of any concerns known. Therefore, CDOT is requested to provide a full and detailed analysis of the cost of the project. This analysis should include all loan and interest costs as well as identify potential opportunity costs for directing such a large sum of money to one project in the state.</div>		<div>R1 CDOT’s Transportation Commission has decided to move forward with a DBFOM method for the finance and delivery of the I-70 East project from I-25 to Denver International Airport. The Commission’s decision was based on being the best stewards of public money and trust; however it is important to note that this is just one step in a lengthy process that will include many more decision points. It is important that there is a feasible funding plan in place as the environmental study process is concluded and a final alternative is selected.</div> <div>CDOT engaged the public and stakeholders to discuss how this project should be delivered. The Transportation Commission held a public workshop on the findings of the Value for Money analysis, which compares the risks and affordability of Design Build and DBFOM delivery models, on February 5, 2015. The main conclusions of the I-70 East Value for Money analysis are that the I-70 East Corridor project is not affordable under a Design Build model, but can be afforded under both the DBOM and DBFOM models. The Commission selected the DBFOM method of delivery because of its ability to transfer more risk to the private sector in several key areas including the long-term costs of maintaining the corridor. In this model, the concessionaire is given annual performance payments and must meet strict operations and maintenance standards. Updated cost information is included in the Final EIS.</div> <div>CDOT will now begin engaging industry and develop a financing plan for the first phase of the project as required to complete the Record of Decision, which completes the environmental study process.</div>
S1	<div>Comment # 52: As has been widely detailed, the project calls for \$850 Million from the Road and Bridge Fund. This fund generates about \$100 million/year and is intended to fund upkeep on roads and bridges across the state. This project would eat up every dollar from the fund for 8.5 years. By CDOT’s own calculations the project will take half of the fund for at least 20 and possibly up to 30 years. CDOT is requested to provide analysis of the impact that such a large hit on the Road and Bridge Fund will make on the ability to do other projects within Colorado. Specific projects that may be postponed or cancelled should be included and, as possible, specific timelines for these other projects should be updated. This will allow the citizens of Colorado as a whole to determine the impact this project might have on them and what concerns they may wish to provide to CDOT.</div>		
T1	<div>Comment # 53: The cost of the Preferred Alternative for this project is at least 10 times greater per lane/mile than any other project ever completed or even contemplated by CDOT.</div> <div>For example:<ul style="list-style-type: none"><li>The TREX project rebuilt 17 miles of highway with 209 new lane-miles for \$795 million. That is \$3.8 million per lane-mile;</li></ul></div>		
			<div>S1 Due to the concern of the funding impact of the I-70 viaduct replacement on long-term revenues available for rehabilitating other Colorado bridges, CDOT set out a goal to shape viaduct financing in a way that will retain 50 percent of bridge revenues for other needed projects across the state.</div> <div>T1 Cost estimates have been prepared using standard procedures and unit prices for the level of design completed. The cost estimates have been updated for the Final EIS and will continue to be refined through future phases of the project. The FHWA will conduct cost estimate reviews as appropriate at critical stages throughout the project to review the cost estimate. The cost of the Preferred Alternative is inclusive of all anticipated project costs, exclusive of future operations and maintenance. The cost to construct the lowered highway is higher than typical example projects due to the nature of the work involved, inclusion of the highway cover, and other extensive mitigation commitments. CDOT will continuously employ opportunities for innovation that would reduce the overall project costs.</div>

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T1	<div><ul style="list-style-type: none"><li>The I-70 mountain proposal – Rebuilding 53 miles with approximately 550 lane-miles including multiple new tunnels in some of the most difficult conditions imaginable is priced at \$3.5 billion. That is \$6.4 million per lane-mile.</li><li>The expansion of I-70 between Brighton Blvd and Colorado Blvd. is now estimated at \$1.2 Billion. That is 10 lanes of highway for 1.8 miles or 18 new lane-miles of highway. That works out to \$66.7 million per lane-mile. And if what is now being reported that they are only looking to build 8 lanes for the \$1.2 billion then the price goes up 20% to \$83.3 Million per lane-mile. That is more than 13 times more expensive than building the proposed highway through the mountains.</li></ul><p>CDOT is requested to provide an analysis of why this project has become so much more expensive than any other project and detail ways to mitigate the costs.</p></div>		<div><div>U1</div><p>CDOT continues to provide and modify public involvement for the project. Question and answer sessions are now provided for the audiences at most meetings. Input received has been incorporated into the project throughout the project development process. For information on CDOT’s public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div> <div><div>V1</div><p>Section 5.20 of the Final EIS contains an expanded discussion of environmental health issues in the Globeville and Swansea and Elyria neighborhoods, including the Health Impact Assessment conducted by DEH. It is important to consider that the neighborhoods in question also experience disproportionate levels of poverty, non-highway pollution from stationary sources, and many other factors that contribute to the health status of the communities. An additional health impact assessment study is not required by NEPA or the Clean Air Act, would be subject to very large uncertainties, and would not assist the decision makers in evaluating the choice among reasonable alternatives. For more information on a Health Impact Assessment, please see AQ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div>
U1	<div><p><b>Community Engagement Comments</b></p><p><u>Comment # 54:</u> Community leaders criticize CDOT’s community engagement process. CDOT is requested to retool its community participation process for I-70 East and move to a more robust process where everyone hears both questions and responses – in order to build consensus within the community.</p><p>Example: I-15/SR-15 (40<sup>th</sup> Street) in San Diego. A preferred option was selected that minimized community impacts, while improving function on that component of the regional transportation system. Specific community improvements were agreed to – including s covers at several key locations along the alignment. The project included linkages to regional transit (existing and planned)and access to transit stations within the highway at major boulevards.</p></div>		
V1	<div><p><b>Environmental Concerns Comments</b></p><p><u>Comment # 55:</u> According to a report by Denver’s Department of Environmental Health that was released in April of this year:</p><ul style="list-style-type: none"><li>People in the area live 3.5 years less than the rest of the city.</li><li>Over the population of this area, 50,000 years of life are lost in these neighborhoods every year</li><li>Children with asthma are admitted to the Emergency Room over 70% more often than the rest of the city – 40 ER admission/1,000 children under 20 in this area vs. 28.5 ER admissions/1,000 for the city as a whole</li><li>Cardiovascular deaths are up to 55% higher in these three neighborhoods. 2-13-275 deaths/100,000 in these neighborhoods vs. 160 deaths/100,000 for the city as a whole</li></ul><p>Despite some attempts to shift the blame for the health issues raised in the DDEH report, no other socio-economic factors are attributable. Inside the DDEH report there are maps that show percentages across the city for: Poverty; Hispanic Population; Percentage of Population Speaking only English at Home; and, Percentage of Adults 25 or Older with Less than a High School Diploma. For each of these factors the Globeville, Elyria and Swansea neighborhoods are statistically comparable to a large number</p></div>		

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V1	<p>of neighborhoods on the West side of Denver. In other words, the Socio-Economic factors are virtually the same. The only difference between neighborhoods on the West side and the GES area is that people die sooner and live with more disease during their lives in GES. That is specifically because they live next to a major highway.</p> <p>Nothing in the CDOT proposal specifically addresses these health issues. CDOT is requested to develop a health impact assessment on the community’s health and to produce a comprehensive plan – that does not put homeowners in the affected communities deeper into debt – for mitigating the environmental issues that have led to the health problems cited above. CDOT is further requested to provide a plan for mitigating the increased risks that the new project will create.</p>		<p><b>W1</b> Proper measures will be implemented during construction to ensure the minimization of fugitive dust during the transport of excavated soils. CDOT and the hired contractors will develop materials management plans prior to construction to control the movement of any hazardous materials that may be found from site to disposal during construction. For information on CDOT’s plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
W1	<p><u>Comment # 56:</u> The excavation for the 1.8 mile submerged roadway will require trucking at least 1.7M cubic yards of soil from the area. Because of the historic land use in this area it must be assumed that a large amount of this soil will be contaminated. Assuming the soil is removed by ‘King Haulers’ – each holding 20 cubic yards – and the soil being taken to hazardous receiving sites in Adams or Arapahoe counties, this equates to 85,000 round trips of 35+ miles each through Commerce City and/or Aurora, likely via I-70, Vasquez, Brighton Blvd and I-25. CDOT is requested to provide its plan for mitigating the environmental impact of this significant health risk.</p>		<p><b>X1</b> CDOT, FHWA, CDPHE, and EPA have all coordinated regarding analysis needs, specifically including the pollutants for which there is a local air quality concern. The identification of the need to model hotspots specifically excluded PM2.5 and NO2, because these pollutants have never been pollutants of local air quality concern in the Denver Metropolitan area and all monitoring for these pollutants show concentrations well below the NAAQS. For information on transportation-related pollutants, including PM2.5 and NO2, please see AQ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
X1	<p><u>Comment # 57:</u> CDOT has failed to assess, by air quality modeling, the likelihood that the emissions from the final Preferred Alternative” will cause violations of the NAAQS for both PM2.5 and NO2. Given that these two pollutants have been identified by the EPA as the most likely to contribute to nonattainment, CDOT is requested to conduct comprehensive air quality modeling that specifically keys on these pollutants.</p>		<p><b>Y1</b> The I-70 East Project includes many innovative mitigation measures to offset the impacts to the low-income and minority populations. Some of these mitigation measures include but are not limited to, providing residents close to the highway construction interior storm windows and two free portable or window-mounted air conditioning units with air filtration and assistance for the potential additional utility costs during construction, providing contributions to existing programs that facilitate access to fresh food, providing HVAC system and upgraded doors and windows for the Swansea Elementary School, and providing funding to CRHDC to assist residential and business displacees with financial counseling and procurement of financing for replacement property and securing business and residential loans. For more information on Environmental Justice, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Also, Section 5.3, Environmental Justice in the Final EIS outlines mitigation measures as related to environmental justice issues. Additional mitigation measures related to these issues can be found in Section 5.2, Social and Economic Conditions in the Final EIS.</p>
<p><b>Social Justice and Environmental Justice Comments</b></p> <hr/> <p><b>LOAN + LID ≠ ENVIRONMENTAL JUSTICE</b></p>			
Y1	<p><u>Comment # 58:</u> In reviewing the [3-volume, 1000+ page] SDEIS documents for I-70 East, I find only two relevant items put forward by CDOT to address social and environmental justice: (1) the creation of a loan program for residents affected by I-70 pollution to pay for their own home improvements to insulate and filter their own homes, and (2) the so-called “lid” south of the Swansea School site.</p> <p>Please clarify if there are other social justice or environmental justice aspects of the alternative.</p> <p><u>Comment # 59:</u> I request that CDOT explain how these two items satisfy the intent and directives of the Presidential Executive Order 12898 (1994) and related Presidential Memorandum (1994) addressing environmental justice.</p> <p>Time and again, members of the community, including community organizations and their leadership, as well as elected representatives have asked for CDOT and its partners to directly address “fair treatment” and “meaningful” public contribution and identify meaningful environmental justice investments in the community.</p>		



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LOAN PROGRAM FALLS SHORT FOR ENVIRONMENTAL JUSTICE			
Z1		<u>Comment # 60:</u> Please explain how a loan program for residents themselves to take on the financial burden of insulating their own homes is considered “fair treatment” or the result of “public contribution” under environmental justice guidelines? How would such a program not result in putting a financial burden on the victim, that is, the impacted resident and their family?	
A2		<u>Comment # 61:</u> If CDOT were pursuing a project that would result in a pollution-exposure impact on a home or building in a community that was <i>not</i> an environmental justice community, what would be CDOT’s action (or tools) in that instance to reduce pollution exposure in the home or building?	
PAST DAMAGE TO ENVIRONMENTAL JUSTICE NEIGHBORHOODS			
B2		<u>Comment # 62:</u> Federal environmental justice expectations discuss damage from past decisions for projects in environmental justice communities. What steps is CDOT taking to address past damage to Elyria and Swansea (which are identified by EPA as environmental justice communities) as a result of siting and operating I-70 along its current alignment for more than 50 years? Please cite where CDOT’s alternative corrects past damage inflicted on these environmental justice neighborhoods.  CDOT’s management has stated the following in public meetings: “We acknowledge that we have impacted these neighborhoods in the past.” “We want this project to be the last time we impact these neighborhoods.”  Here is how that official messaging sounds to the communities: “Yes, we (CDOT) damaged your neighborhoods once; we’re just going to go in and damage them again one more time.” (And from the perspective of the neighborhoods, one could insert much more colorful language in place of the word “damage.”)	
C2		<u>Comment # 63:</u> I request CDOT to explain how “impacting these communities one last time” advances environmental justice.”	
D2		<u>Comment # 64:</u> I request CDOT to develop an alternative that does not result in additional environmental, physical, social or economic impacts in these environmental justice neighborhoods, and intentionally invests in repairing past damage in tangible and measurable ways.	
LID AT THE SCHOOL & ENVIRONMENTAL JUSTICE			
E2		<u>Comment # 65:</u> Regarding the “lid” at the Swansea School site, CDOT has stated that is a unique aspect of the project to address justice. There has not been much observable enthusiasm or support from the residents. I request that CDOT provide more specific information on what exactly the lid is proposed to be.  If CDOT were dealing with a school or other public facility so close to a roadway project in a non-environmental justice neighborhood, wouldn’t CDOT also provide for separation of the school and roadway in that setting as well? If the lid at Swansea School separates the highway from the school, it would seem that is necessary for CDOT to pursue, not because of environmental justice, but because CDOT has chosen to rehabilitate I-70 along its current alignment so close to the school.	
Z1    Text has been updated in the Final EIS to better refine Environmental Justice mitigation measures. Loan programs will not be offered for home improvements; however, CDOT is proposing to mitigate for project impacts during construction by providing residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—interior storm windows and two free portable or window-mounted air conditioning units with air filtration and assistance for the potential additional utility costs during construction. Additional detail can be found in Section 5.3, Social and Economic Conditions of the Final EIS.			
A2    CDOT is going above and beyond the standard mitigation measures for this community as a result of this project. CDOT’s standard mitigation consist only of traditional BMPs, such as covering loads, regular street sweeping, etc. If this project was not in an environmental justice community, items such as the cover with the associated urban landscaping, interior storm windows, air conditioning units with air filtration and utility assistance, funding some replacement low-income housing units, facilitation of local hiring preferences, providing funding towards fresh food access, and the extensive school mitigations would not be included.  For a full list of additional proposed mitigations, please see Section 5.3, Environmental Justice of the Final EIS. Standard mitigations are included in each of the resource sections in Chapter 5.			
B2    The Partial Cover Lowered Alternative was developed to reconnect the Elyria and Swansea Neighborhood by removing the viaduct and placing the highway below ground level with a cover that will include urban landscaping. For more information on Environmental Justice, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Also, Section 5.3, Environmental Justice in the Final EIS outlines mitigation measures as related to environmental justice issues. Additional mitigation measures related to these issues can be found in Section 5.2, Social and Economic Conditions in the Final EIS.			
C2    This language has not been used in the Supplemental Draft EIS or Final EIS.			
D2    There are no alternatives that can address the purpose and need of the project while staying within current right of way, including the No-Action Alternative. The alternatives being evaluated were developed to avoid some impacts, minimize others, and mitigate all the remaining impacts that could not be avoided or minimized. Additionally, these alternatives provide benefits, as discussed Section 5.3, Environmental Justice in the Final EIS. For information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  <i>Responses continue on the following page.</i>			

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E2	<p>The lid should not be considered a specific environmental justice investment in the neighborhood. Rather it is necessary given the location and alignment CDOT has chosen for its project.</p> <p><u>Comment # 66:</u> I request CDOT to explain, if they had a school next to a roadway in a well-to-do neighborhood, would they not have to properly separate that school from the highway in that setting? If so, then how can providing the same type of solution in an environmental justice neighborhood be considered to be an environmental justice investment?</p>		<p><b>E2</b> CDOT is participating in a “cover planning” process with Denver and DPS to identify more specific information about what might be placed on the cover. Additional information on the results of the cover planning can be found in Attachment P, Cover Planning in the Final EIS. Community members have been engaged in this process to help identify the needs of the neighborhood with regard to the cover. The cover was identified as an environmental justice mitigation measure because it alleviates the impacts to the environmental justice communities by providing additional community space and connectivity within the neighborhood.</p> <p>Impacts to communities from highway projects are analyzed depending on the project. Providing the type of mitigation the cover provides, in this instance, isn’t required by law. The cover is included as a mitigation measure to alleviate impacts to the environmental justice populations in the Swansea neighborhood. To clarify, the cover is not being implemented to separate the school and the highway; it is being implemented to provide mitigation for impacts to school recreation facilities and to promote a seamless, safe connection between the school and the cover while reconnecting the neighborhood. As an example of a recent project in close proximity to a school, the TREX project improved the highway near South High School and no cover was included in that area. Separation is typically provided by fencing to ensure safety.</p>
F2	<p><b>VENTILATION, AIR POLLUTION AND HEALTH</b></p> <p><u>Comment # 67:</u> I reject the resistance from CDOT to build the highway lid any longer than 900 feet. I understand that 900’ is the distance beyond which a ventilation system becomes a necessary part of the project. While I understand the additional cost of ventilation to the overall project, i nevertheless request that CDOT intentionally invest in a solution to remove further air contaminants from the Elyria and Swansea environmental justice neighborhoods. These neighborhoods are already exposed to pollution and CDOT owes it to these neighborhoods to invest in a system that cleans transportation-related pollutants.</p>		
G2	<p><u>Comment # 68:</u> I request that CDOT develop an alternative to the “partial cover” proposal, which includes a state-of-the-art ventilation system for the entire below-grade portion of a lowered I-70. I also reject CDOT’s resistance to fully burying the entire stretch of I-70 through Elyria and Swansea from Adams Street to High Street. Again, the federal guidance on environmental justice would support that it is not only reasonable, but also highly ethical, for CDOT to deck the entire 16-block area below-grade portion of the highway, with state-of-the-art ventilation.</p>		<p><b>F2</b> Through coordination with Denver, the cover is now proposed to be just under 1,000 feet in length.</p> <p>The concerns regarding air quality have been adequately addressed in the Final EIS. For information on air quality, please see AQ3, AQ5, and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
H2	<p><b>DECK AT STEELE STREET – COMMUNITY BUILDING AND ENVIRONMENTAL JUSTICE</b></p> <p><u>Comment # 69:</u> On the other hand, the full deck proposed at Vasquez and Steele under the 2013 so-called “Denver option” would be a very favorable environmental justice investment in these environmental justice neighborhoods. Separating the highway from the community at that location creates an extremely important opportunity to searn together the 700 families in Swansea north of I-70 and the 700 Swansea families south of I-70. The Steele Street deck is perhaps the most important catalyst the state and the city should invest in to provide these environmental justice communities a new foundation for rebuilding their damaged neighborhoods. The deck at Steele Street is critical for creating a new central place for Swansea – a place for redevelopment of services, homes, and businesses – a place to heal the community from damage inflicted 50 years ago.</p> <p><u>Comment # 70:</u> A deck at Steele Street would truly be an environmental justice investment – I believe the lid at the school is simply a necessity of location, and is questionable as environmental justice. I request CDOT to prioritize a deck at Steele Street as an environmental justice investment.</p>		<p><b>G2</b> Putting a cover on the highway from Brighton Boulevard to Steele Street/Vasquez Boulevard interchange is not feasible. Including a cover west of York Street will result in vertical profile conflicts with 46th Avenue and Brighton interchange ramps. Also extending the highway cover beyond 1000 feet will require additional fire, safety, and ventilation facilities for tunnels which will cause additional impacts to the surrounding areas.</p> <p><b>H2</b> A second cover is not included as part of the Preferred Alternative. However, to accommodate Denver’s interest in constructing a second cover in the future, the Preferred Alternative includes an overall approach to design and construction that would not preclude the construction of a second cover over the highway from west of the Steele Street/Vasquez Boulevard interchange to east of Cook Street. If a second cover is pursued by others in the future, air quality would need to be analyzed. For information on the Preferred Alternative’s cover, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

Comments			Responses to Comments
Source: Submittal		Document Number: 818	Name: Denver Auditor, Dennis Gallagher
I2	<b>CDOTs VALUES ≠ COMMUNITY VALUES   IDENTIFYING A PATH FORWARD</b>		
	<u>Comment # 71:</u> There are two conflicting value systems in this process, and I request CDOT and its partners to work to understand these conflicting values – I offer that only when CDOT comes to understand those different values, will it be able to go forward with a solution that does not further damage these neighborhoods.		
	CDOT’s value system, if I can summarize from the SDEIS, is focused on movement – i.e., movement of commuters, goods, tourists, etc. And I have heard CDOT leadership lift up reducing “travel time” as a core value.		
	The value system of the neighborhoods is the following: “We are a cohesive and close-knit community of families and friends. We value being a neighborhood called Elyria and we value being a neighborhood called Swansea. We also value making our neighborhoods more complete – with services and retail right in the neighborhoods; healthier – with less exposure to pollution; and more sustainable – environmentally, economically, and socially.”		
J2	I know many residents, officials, professionals, and community leaders have stated repeatedly that CDOT’s project can only be successful if it starts with an understanding of these neighborhoods, is designed to fit the context of these neighborhoods, and results in these neighborhoods being more vibrant and healthier communities after the project is completed than today.		
	We are not TREX neighborhoods, we are not suburban neighborhoods, and we are not rural neighborhoods. Engineering solutions that may be appropriate in those settings are not necessarily appropriate in Elyria and Swansea. Instead, we are neighborhoods which pre-existed I-70. We are neighborhoods that are close-knit, cohesive, and proud. We are neighborhoods that see ourselves as one, even though we have poor connectivity. We are neighborhoods that have been seriously impacted by pollution, noise, and smell.		
	We are also neighborhoods that see a future as reemerging and more vibrant places. We value our existing residents – all of them – and look forward to welcoming new neighbors and friends as we take steps to re-knit our own streets and parks together, as well as re-knit ourselves to adjacent neighborhoods and communities in northeast metro Denver. That is the context in which I-70 exists.		
K2	<u>Comment # 72:</u> A solution that serves those values, along with CDOT’s values of movement, has the best chance of being the “right” solution for neighborhoods, the City of Denver, and travelers. I request CDOT to expand its purpose and need for this project to reflect (a) neighborhood restoration and community rebuilding, (b) neighborhood improvement, including health and wellness, and (c) avoidance of neighborhood disruption in these environmental justice communities of Elyria and Swansea.		
	<b>HOUSING – RETAIN NOT REMOVAL</b> <u>Comment # 73:</u> The housing stock in Elyria and Swansea serves a unique role city and the region and cannot be replaced. Homes in these neighborhoods are typically well-constructed, often serving multigenerational families, and have a higher-than-average ownership rate. Once again, this is an area where there is a conflict in values. CDOT’s document refers to buy-out programs and opportunities for		
I2	The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. In addition to meeting the purpose of the project, CDOT has worked to minimize and mitigate the impacts caused by the project alternatives. The approach of the project, which is going on 12 years and counting, has not been solely focused on movement of goods, but finding a solution that serves the traveling public and benefits the nearby neighborhoods. Furthermore, CDOT has been coordinating with Denver and provided continuous public involvement opportunities to obtain input from local residents and agencies throughout the lifetime of the project.		
	The Partial Cover Lowered Alternative was developed to reconnect the Elyria and Swansea Neighborhood by removing the viaduct and placing the highway below ground level. It will eliminate the visual barrier created by the viaduct and perpetuated during the past 50 years. The cover over the highway in the lowered section will have a park or urban landscape that can draw in residents from both the north side and the south side of the highway, creating a seamless connection across the highway and providing additional connectivity within the neighborhood.		
	For information on the project’s outreach, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.		
J2	The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. In addition to meeting the purpose of the project, CDOT has worked to minimize and mitigate the impacts as a result of the project to ensure the best solution possible. For information on offsetting the impacts of the project, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.		
K2	Comment noted.		



Comments			Responses to Comments
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K2	<p>relocation. That value system is based on viewing the project as requiring nothing more than a simple property transaction. I reject that perspective by CDOT.</p> <p>From the neighborhood’s perspective, Elyria cannot continue to be Elyria if more than 50 families – families that are inter-related, families that are multi-generational, families with decades-long attachments to the community – are displaced. The current Elyria neighborhood community is 150 families focused on a 14-block area. CDOT’s current proposal goes beyond being damaging Elyria, it is outright destructive. It violates both social justice and environmental justice principles related to placemaking and neighborhood building.</p>		
L2	<p><u>Comment # 74:</u> I request CDOT to provide an alternative that does not require the removal of any households or local neighborhood businesses in either Elyria or Swansea. To that end, I am requesting an alternative that stays within the current 118’ alignment of I-70.</p>		
	<p><b>MANAGED LANES, PRIVATIZATION, AND SOCIAL JUSTICE</b></p>		
M2	<p><u>Comment # 75:</u> The jury is still out on the use of P3s to finance roadways. There are concerning examples where expectations for use and income on 3P roadway projects have seriously fallen short. Particularly troubling is the type of P3 where the financial risk is assumed by the governmental entity and not the private partner. It is this type of P3 that is being proposed by CDOT.</p> <p>And there is a colossal conflict with the current CDOT proposal, because the managed lane component as presented requires a massive removal of major portions of the Elyria neighborhood, as well as Swansea. The highway footprint would go from 118’ to 315.’</p>		
N2	<p><u>Comment # 76:</u> I totally reject CDOT’s assumption that it can take numerous properties and destroy our environmental justice neighborhoods to pursue a managed lane concept in the I-70 alignment. Elyria and Swansea are absolutely the wrong locations for basically taking existing homes and business to construct a “freeway within a freeway.”</p> <p>I am not adverse to new solutions for improving mobility or financing transportation investments, however, managed lanes are entirely inappropriate for any roadway passing through Elyria and Swansea neighborhoods. The restricted access to the lanes by those who are able to pay or otherwise willing to pay, clearly results in social injustice concerns for the scheme, especially when factored into limited access to the managed lanes from the adjacent environmental justice neighborhoods. For residents of environmental justice communities, managed lanes also introduce additional financial burdens for low-income individuals who find themselves using managed lanes.</p>		
02	<p><u>Comment # 77:</u> I also reject privatization, when it results in state and local governments turning over services and operation to for-profit companies and contractors. This reduces accountability to the public, and puts allows for private boards and shareholders to make decision outside of the public eye. As a matter of justice and morality, I question whether privatization protects the vulnerable in society or adequately safeguards and serves society as a whole. With regard to I-70, I see this as introducing yet another value system that is even less accountable to impacted communities, and will likely not advance our commitment as residents of Elyria and Swansea to re-emerge as vibrant, healthy, and sustainable neighborhoods.</p>		
			<p><b>L2</b> There are no alternatives that can address the purpose and need of the project while staying within current right-of-way, including the No-Action Alternative. For information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>M2</b> Public-private partnerships transfer the funding risks to a private company while still allowing CDOT to maintain ownership of the highway so accountability to the public remains the same as it would for any other design-build project. The current state of transportation funding requires CDOT to investigate new approaches to funding and delivering large highway projects.</p> <p>There are no additional impacts to the surrounding neighborhoods or environments between the two options except at the locations of direct connections, east of the Elyria/Swansea Neighborhood. Managed lanes provide the advantage of managing traffic over the long term and can further encourage carpooling and expanded transit.</p> <p>The justification of the number of lanes needed for the highway in the future has been discussed in the Final EIS. For information on the need to widen the highway to 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>N2</b> Managed lanes are proposed for this project to provide an alternate congestion-free choice on I-70. The managed lanes will pull volumes from the general-purpose lanes, providing a trip that requires less time for those vehicles required to use the general-purpose lanes in the future when compared to a No-Action condition. HOV 3+ will be allowed to use the managed lanes free of charge. Please see EJ2 of the Frequently Received Comments and Responses of the Supplemental Draft EIS, located in Part 1 of Attachment Q for more information on how managed lanes benefits all users of I-70. Additional information can be found in Chapter 4 of the Supplemental Draft EIS and Final EIS.</p> <p>CDOT recognizes that the project passes through environmental justice neighborhoods, and it has identified mitigation measures above and beyond standard mitigation measures to alleviate the impact on these neighborhoods. See Section 5.3, Environmental Justice, of the Final EIS for more information.</p> <p><b>02</b> Public-private partnerships transfer the funding risks to a private company while still allowing CDOT to maintain ownership of the highway so that accountability to the public remains the same as it would for any other design-build project. The current state of transportation funding requires CDOT to investigate new approaches to funding and delivering large highway projects.</p>

Comments			Responses to Comments
Source:	Submittal	Document Number: 818    Name: Denver Auditor, Dennis Gallagher	
P2	<p><u>Comment # 78:</u> I request CDOT develop an alternative that includes no managed lanes through the environmental justice neighborhoods of Elyria and Swansea. I also request that CDOT initiate a conversation in the state for developing new ways of paying for infrastructure that is fair and equitable for all who use state facilities, with attention to those with lesser means in our state.</p>		<p><b>P2</b> As discussed in Chapter 3 of the Supplemental Draft EIS and Final EIS, there are two operational options considered for the added lanes on the highway - general-purpose lanes and managed lanes. These options were fully evaluated in the Supplemental Draft EIS and Final EIS. The Managed Lanes Option includes three general-purpose lanes for those who do not wish to use the managed lanes. Incorporation of managed lanes in this option alleviates traffic on the general-purpose lanes as well as providing an option for congestion free travel lanes. For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Public-private partnerships transfer the funding risks to a private company while still allowing CDOT to maintain ownership of the highway so accountability to the public remains the same as it would for any other design-build project. The current state of transportation funding requires CDOT to investigate new approaches to funding and delivering large highway projects.</p>
Q2	<p><b>IMPROVING MOBILITY AND ACCESSIBILITY OF RESIDENTS OF ELYRIA AND SWANSEA</b></p> <p>I know from the Federal Highway Administration’s studies, that 1/3 of the population in urban regions of the US do not own or operate automobiles. Translating that into metro Denver’s context, that means that of the 2.6 million metro area residents, approximately 850,000 do not drive. FHWA’s information cites the following factors: (1) age, (2) income, (3) transportation dependency, and (4) choice.</p> <p>Given that Elyria and Swansea are neighborhoods with residents fitting one or more of those FHWA factors, I know that more than a third of the residents in these neighborhoods do not drive cars.</p> <p><u>Comment # 79:</u> With that context, I request CDOT to address the mobility and accessibility benefits in its I-70 proposal for the residents of the environmental justice neighborhoods Elyria and Swansea.</p>		<p><b>Q2</b> CDOT has addressed mobility and access for all modes in the Final EIS, including in the Elyria/Swansea neighborhood. CDOT is working with RTD to maintain bus route connectivity and access to bus and rail stations during and after construction. Safer bike and pedestrian connections will be provided throughout the Elyria and Swansea neighborhoods with the construction of I-70.</p>
R2	<p><u>Comment # 80:</u> I request that the CDOT proposal include mobility and accessibility improvements to ensure that environmental justice residents of Elyria and Swansea have better and more reliable transit service – both local and regional – improved bicycle and pedestrian connections throughout the neighborhoods themselves – as well as to adjacent neighborhoods and other destinations in city and region. I recognize that the traditional entities that provide these types of improvements are RTD and the City and County of Denver, but they are critical and moral environmental justice investments that CDOT should ensure are realized.</p> <p>In the sections that follow, there are listings of environmental justice investments that will contribute to rebuilding these neighborhoods, including improving mobility and accessibility</p>		<p><b>R2</b> Transit in the project area is under the jurisdiction of RTD. CDOT has been coordinating with RTD to maintain bus route connectivity and access to its facilities during and after construction.</p> <p>The concerns regarding alternate modes of transportation have been addressed in the Final EIS. For information on walkability and bicycle route improvements, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
S2	<p><b>ENVIRONMENTAL JUSTICE COMMUNITY BUILDING – A NEIGHBORHOOD BASED APPROACH</b></p> <p><u>Comment # 81:</u> In summary, I request a solution for rehabilitating I-70 in a manner that actually heals these communities, and makes them healthier than they are today.</p> <p>From a social justice and environmental justice perspective, I request CDOT to specifically address (a) designing its replacement infrastructure (i.e., the I-70 rehabilitation) and (b) investments in the communities to correct past harm, and (c) further benefits to these environmental justice neighborhoods to create a future that is less polluted, better connected, and more sustainable.</p> <p>I request CDOT to provide an alternative with the following:</p>		<p><b>S2</b> The Partial Cover Lowered Alternative was developed to reconnect the Elyria and Swansea Neighborhood by removing the viaduct and placing the highway below ground level with a cover that will include urban landscaping. For information on impacts to the Environmental Justice communities and mitigation, please see EJ1 and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
T2	<p>(a) <u>Comment # 82:</u> the removal of no existing homes or businesses, in other words, an alternative that stays within the current highway footprint (approximately 118’)</p>		<p><b>T2</b> There are no alternatives that can address the purpose and need of the project while staying within current right of way, including the No-Action Alternative. For information on the No-Action Alternative please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
U2	<p>(b) <u>Comment # 83:</u> the continuation of north-south connectivity on <u>all</u> 10 existing residential streets that cross 46<sup>th</sup> Avenue from York Street to Steele Street (i.e., York Street, Josephine Street, Columbine Street, Elizabeth Street, Thompson Court, Clayton Street, Fillmore Street, Milwaukee Street, Saint Paul Street, Steele Street)</p>		<p><b>U2</b> The Preferred Alternative as it is identified in the Final EIS maintains all north-south street crossings as they exist. For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>



Comments			Responses to Comments
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V2		(c) investments to improve connectivity throughout the neighborhood as environmental justice – including:	V2 Changes to the 47th Street and York Street intersection are not included in the project; please see TRANS3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
W2		1) <u>Comment # 84</u> : grade-separation from the railroad at 47 <sup>th</sup> and York Street – using local standards with deviations and variations to avoid removing any homes or businesses	W2 Connectivity between Globeville, Elyria, and Swansea will be provided along 46th Avenue with the Partial Cover Lowered Alternative.
X2		2) <u>Comment # 85</u> : Continuous local street connectivity between Globeville, Elyria, and Swansea along 47 <sup>th</sup> Avenue to facilitate mobility within and between these neighborhoods.	X2 From Colorado Boulevard to the east, east-west connectivity remains through existing connections (Stapleton Drive). No impacts to local streets are anticipated south of 46th Avenue or along 56th Avenue, 48th Avenue, and Smith Road due to the highway improvements.
Y2		3) <u>Comment # 86</u> : continuous local street connectivity to Park Hill, Stapleton, Montbello and DIA Gateway along 56 <sup>th</sup> Avenue, 48 <sup>th</sup> Avenue, and Smith Road.	Y2 While existing truck travel within the Elyria and Swansea Neighborhood is a concern of local residents, changes associated with the Build Alternatives should not significantly impact these streets. Any potential changes to the designated truck routes and delivery routes on local streets will be coordinated with Denver to ensure impacts are minimized. For information on truck traffic, please see TRANS8 and TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
Z2		4) <u>Comment # 87</u> : Directing truck traffic around the neighborhoods	Z2 No improvements are proposed by the project at this location.
A3		a. <u>Comment # 88</u> : A new loop road from 56 <sup>th</sup> and Colorado Boulevard, west along 56 <sup>th</sup> Avenue – then connecting to Brighton Boulevard with access south to the I-70 interchange at Brighton. (alternate – 52 <sup>nd</sup> Avenue)	A3 CDOT has coordinated with Denver on the changes made to the Steele Street/Vasquez Boulevard interchange in the Final EIS. For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
B3		b. <u>Comment # 89</u> : Shifting the partial interchange at Vasquez Boulevard east to Colorado Boulevard to create a full interchange at Colorado	B3 No improvements are proposed by the project at this location. For information on the Steel/Vasquez interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
C3		c. <u>Comment # 90</u> : Improvements to east-west avenues between Vasquez and Colorado (e.g., 48 <sup>th</sup> and 50 <sup>th</sup> avenues) – to route truck traffic in the Vasquez industrial triangle east to the new complete interchange at I-70 and Colorado Boulevard.	C3 Local streets that require “reconstruction” due to highway improvements will include curbs, gutters, and sidewalks. Streets that are not impacted by the highway improvements will not be modified.
D3		(d) <u>Comment # 91</u> : Completion of curbs, gutters and sidewalks on all streets in Elyria and Swansea. Complete street and green street reconstruction of (1) Brighton Boulevard, (2) Steele Street/Vasquez, (3) York Street, (4) 47 <sup>th</sup> Avenue, (5) 44 <sup>th</sup> Avenue, and (6) 40 <sup>th</sup> Avenue.	D3 CDOT is providing north-south connectivity for cyclists and pedestrians at all proposed crossings of I-70 to accommodate these movements. In addition, sidewalks along 46th Avenue will be improved to bring them up to current standards. CDOT will continue to work with Denver to accommodate existing and proposed bicycle routes as part of the Denver Bike Plan in the project area.
E3		(e) <u>Comment # 92</u> : Invest in bicycle connectivity within environmental justice neighborhoods of Elyria and Swansea – with safe and direct connections to the South Platte River Greenway, the Denver bikeway network, City Park, and the Park Hill neighborhood.	E3 The Partial Cover Lowered Alternative was developed to reconnect the Elyria and Swansea Neighborhood by removing the viaduct and placing the highway below ground level. The cover over the highway in the lowered section will have a park or urban landscape that can draw in residents from both the north side and the south side of the highway, creating a seamless connection across the highway and providing additional connectivity within the neighborhood. The cover’s design has been developed through a collaborative process with Denver and the community. CDOT will coordinate with Denver to mitigate impacts only to other local parks that may be impacted by the project.
F3		(f) <u>Comment # 93</u> : Invest in improvements to the park and recreation system in the environmental justice neighborhoods of Elyria and Swansea – including investments to new facilities that are not necessarily directly adjacent to 46 <sup>th</sup> Avenue (i.e., CDOT’s I-70 alignment), but still within the official boundaries of the environmental justice neighborhoods of Elyria and Swansea. The outcome should be expansion of park facilities to meet the level-of-service standards for parks and open space to meet urban standards for the City of Denver. Green-space and green-streets connectivity between parks and open space facilities – as referred to in items “d” and “e” immediately above, are also requested investments.	
G3		(g) <u>Comment # 94</u> : The transfer of CDOT owned lands at Vasquez/Steele Street to the Denver Urban Renewal Authority for redevelopment as the Swansea town center. Invest in projects that result in Elyria and Swansea becoming more complete communities with new services and public facilities.	
		(h) <u>Comment # 95</u> : Investment in a housing reinvestment strategy to lead efforts to provide infill housing on vacant lots and redevelopment sites.	

Responses continue on the following page.



Comments			Responses to Comments
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<div>This side intentionally left blank.</div>			<div>F3</div> At the end of the project, after all construction has been completed, CDOT will make a determination as to what excess right of way it may have along the I-70 East corridor that it does not need for transportation purposes. With the approval of FHWA and the CDOT Transportation Commission, such parcels can be declared excess right-of-way. CDOT has procedural requirements as to how to dispose of excess right-of-way. In addition, depending upon whether or not a parcel of excess right of way is usable as a standalone parcel will dictate which parties may have a right of first refusal. If multiple parties submit competitive bids for excess parcels, CDOT will typically select the highest bidder as the purchaser.
			<div>G3</div> CDOT has will provide funding for replacement housing using existing programs. For information on the replenishment of housing stock in the impacted neighborhood, please see PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments			Responses to Comments
Source:	Submittal	Document Number: 818    Name: Denver Auditor, Dennis Gallagher	
H3		(i) <u>Comment # 96</u> : I request that CDOT and its partners establish a business start-up program for residents of these environmental justice neighborhoods. The program should also include scholarships for business training for the young people who call Elyria and Swansea home.	<b>H3</b> CDOT currently provides resources for transportation-related small business through www.connect2dot.org, which is a partnership between CDOT and the CSBDC. Colorado SBDC has offices in Denver, Commerce City, and Aurora. They provide training and resources to small business and individuals seeking to start a small business. Connect2DOT provides introductory trainings, access to CDOT plans, one-on-one consulting, and the Leading Edge program tailored to the transportation industry. Most services are free or low cost.
I3		I believe this can be accomplished in a number of ways that require CDOT's engineers to start and end with a commitment to develop a solution that introduces no new impacts (damage) into the neighborhoods and demonstrability rectifies past damage (impacts) in these environmental justice neighborhoods. To that end, the current CDOT "partial cover" proposal as currently presented fails.	Additionally, the CRBRC and the project staff will ensure that small businesses are provided opportunities to compete for participation on the project. The project request for proposals will include goals to achieve small business participation on the project, as well as required outreach, networking events and possible incentives. Since this project is expected to be a federally funded, CDOT may not make any local contractor preferences, but will ensure that the local community businesses are informed of all opportunities presented by the project.
J3		<b>CDOT's ALTERNATIVE REQUIRES MAJOR REFINEMENT</b> I request CDOT to refine its alternative by advancing the following:  (a) <u>Comment # 97</u> : Keep any rehabilitation of I-70 within the current highway footprint. I believe that is very feasible by modifying the "partial cover" proposal using solutions designed to reduce current traffic through the environmental justice neighborhoods of Elyria and Swansea. Reducing traffic through these neighborhoods on I-70 can be accomplished by:	Workforce Development  Projects that use US DOT funds are subject to the requirements of CDOT's OJT Program. The OJT Program requires that contractors provide training hours to meet or exceed a goal set for the project. The contractor must operate under a training program approved by FHWA. Though the program is open to all, trainees are to be recruited among women and minorities as available according to census data.
K3		1) <u>Comment # 98</u> : Developing a multi-facility comprehensive solution that includes improving local streets, to shift the very large percentage of local traffic currently using I-70 to local streets. (See comments 26 and following above for a listing of requested local street improvements.) Outcome: removes local traffic currently using I-70.	
L3		2) <u>Comment # 99</u> : Integrating improvements to non-SOV modes of travel in the northeast metro Denver area into the solution – again, moving trips away from driving alone to transit, ride-sharing, and other programs to projects. Outcome: More balanced mode-split with fewer SOVs.	In addition to the requirements of the CDOT OJT program, the CRBRC is developing a strategic approach to preparing and creating opportunities for individuals in the local communities to obtain employment on the project. CDOT is committing to providing support services and other resources locally to maximize workforce development in anticipation of the project. The contractor will also be expected to comply with and develop innovative approaches to the development of the local workforce.
M3		3) <u>Comment # 100</u> : Develop a tandem solution that addresses how I-70 and I-270/I-76 function together – and how to manage traffic using I-70, as well as I-270/I-76, to lower the overall vehicle travel through Elyria and Swansea. Outcome. Trips shifted off of I-70 and better utilize the twin facilities I-270/I-76.  It is unfortunate that the "messaging" in the public debate on the future I-70 remained simplistic and reduced to an "either-or" argument – i.e., pitting I-70 against I-270. CDOT has an opportunity to show leadership and advance a "both-and" conversation on how I-70 and I-270/I-76 can better work together as tandem facilities in the future.	<b>I3</b> Comment noted.
N3		4) <u>Comment # 101</u> : Route truck traffic on the I-270/I-76 inner-belt which passes through non-residential communities. Outcome: Fewer trucks on I-70.  CDOT's leadership has frequently said that such a solution would require an "act of Congress."  <u>Comment # 102</u> : I then request that CDOT initiate the process to garner congressional approval.	<b>J3</b> There are no alternatives that can address the purpose and need of the project while staying within current right-of-way, including the No-Action Alternative. For information on the No-Action Alternative please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
O3		5) <u>Comment # 103</u> : Apply deviations and variance from AASHTO standards to reduce the footprint of I-70 through Elyria and Swansea.  CDOT's leadership has stated it is a "high bar" to pursue deviances and variations, yet CDOT also has indicated there are countless situations where such deviances and variations have been used in urban regions all across the country.	<b>K3</b> Even the removal of local traffic from the interstate would still require an expansion of the highway to include additional capacity to meet the regional demand.  <b>L3</b> HOV with 3+ passengers will be able to travel in the managed lanes for free, which will encourage ridesharing and reduces VMT. RTD's North Metro and East commuter rail lines that are under construction will provide stations within the communities.  <b>M3</b> The traffic modeling includes how I-70 and I-270/I-76 function together.
			<i>Responses continue on the following page.</i>

Comments			Responses to Comments
Source: Submittal	Document Number: 818	Name: Denver Auditor, Dennis Gallagher	
<div>This side intentionally left blank.</div>			<div>N3</div> <p>The areas adjacent to I-70 East are highly industrial and rely heavily on trucks to move in and out of the area with ease. If truck access to I-70 were restricted, they would be forced to use local streets to access the local businesses in the area, negatively impacting safety and mobility in nearby neighborhoods. For more information on restricting truck traffic along I-70, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>CDOT will not be initiating the process to garner congressional support to reroute truck traffic on to I-270; however, the I-70 East project does not preclude others from seeking Congress approval.</p>
			<div>03</div> <p>The highway design has included multiple measures to minimize impacts to the adjacent neighborhoods. Efforts moving forward will continue to look for opportunities to lessen impacts from the construction and will consider potential design variances as appropriate.</p>




Comments			Responses to Comments
Source: Submittal	Document Number: 818	Name: Denver Auditor, Dennis Gallagher	
P3		<p><u>Comment # 104:</u> Again, I then request that CDOT immediately initiate the necessary processes to incorporate deviations and variances into the project so that achieves context-sensitive design- also advanced by FHWA – in these environmental justice neighborhoods.</p>	<p><b>P3</b> The highway design has included multiple measures to minimize impacts to the adjacent neighborhoods. Efforts moving forward will continue to look for opportunities to lessen impacts from the construction and will consider potential design variances as appropriate.</p>
Q3		<p>6) <u>Comment # 105:</u> Summary: Implementing this integrated series of improvements results in less traffic on I-70 in the future. Along with other state-of-the-art tools and programs, the need for additional lanes on I-70 through the environmental justice neighborhoods of Elyria and Swansea can be eliminated.</p>	<p><b>Q3</b> Even with the improvements noted, traffic demand on I-70 would still require an expansion of the highway to include additional capacity. For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
R3		<p><u>Comment # 106:</u> I request that CDOT provide an alternative designed to significantly reduce traffic using I-70 below current use today. I request that model runs be provided that helps to identify which strategic components are needed to reduce overall travel on I-70.</p>	<p><b>R3</b> TDM/TSM strategies, which are programs designed to reduce travel demand and improve the use of the current transportation system, while reducing the need for major capital investment are included in Chapter 3, Summary of Project Alternatives in the Final EIS. For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
S3		<p><u>Comment # 107:</u> With this information, I request CDOT to develop a solution for the alignment along I-70 that remains within the current right-of-way (118') and results in less traffic traveling through the environmental justice neighborhoods of Elyria and Swansea.</p>	<p><b>S3</b> There are no alternatives that can address the purpose and need of the project while staying within current right-of-way, including the No-Action Alternative. For information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
T3		<p>(b) <u>Comment # 108:</u> Reduce, and not expand, the area of the neighborhoods exposed to unhealthy air. CDOT's solution should significantly reduce current levels of air pollution and greenhouse gases produced by transportation-related activities in these communities. The current proposal would actually expand the area of the neighborhoods exposed to harmful emissions and pollution. The solution should measurably result in healthier air than there is today in Elyria and Swansea.</p>	<p><b>T3</b> As discussed in detail in the Final EIS, all of the alternatives evaluated will experience significant reductions in emissions for all health-related pollutants (except for road dust), even with increases in VMT. For information on air quality in the project area, please see AQ3 and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
U3		<p>(c) <u>Comment # 109:</u> Restrict any 4-lane managed lane component to the area between DIA and the I-270 interchange near Quebec. I request that CDOT not move forward with any alternative that introduces managed lanes in the environmental justice neighborhoods of Elyria and Swansea.</p> <p>Conclusion: These factors are necessary to ensure that final design and solution along the I-70 alignment results in benefits and positive outcomes for the environmental justice neighborhoods of Elyria and Swansea. As a result, CDOT will need to modify its "partial cover" option.</p>	<p><b>U3</b> As discussed in Chapter 3 of the Supplemental Draft EIS and Final EIS, there are two operational options considered for the added lanes on the highway - general-purpose lanes and managed lanes. These options were fully evaluated in the Supplemental Draft EIS and Final EIS.</p> <p>The Managed Lanes Option includes three general-purpose lanes for those who do not wish to use the managed lanes. Incorporation of managed lanes in this option alleviates traffic on the general-purpose lanes as well as providing an option for a congestion free travel lanes.</p> <p>Based on traffic projects from the DRCOG travel demand model, the 2035 traffic volumes on the portion of I-70 between I-25 and I-270 will require the addition of two new lanes in each direction of I-70 to accommodate the traffic demand for this highway. In an effort to preserve this new capacity for the long term and in order to provide motorist with choices where they can experience a more reliable trip travel time along the entire stretch of I-70 in the study area, the project is recommending that the new capacity be managed. The Preferred Alternative does include direct connections to I-270 in the future to allow for the extension of the manage lanes and to provide for more system to system connectivity. HOV with 3+ passengers will be able to travel in the managed lanes for free, which will encourage ridesharing and reduces VMTs.</p>
V3		<p><b>WHAT'S BEST FOR ELYRIA AND SWANSEA?</b></p> <p><u>Comment # 110:</u> I demand that Elyria and Swansea be given the same consideration and respect – that they be given fair treatment as environmental justice communities – and that maintaining and enhancing community character, as well as improving the health and quality of life of residents in these neighborhoods are critical values. I believe these values should trump the CDOT current alternative which is so focused on "time savings" for vehicles. The SDEIS alternative results in further damaging these environmental justice neighborhoods, if not outright destroying them – especially Elyria. Doing right by the communities must be the primary guiding principle.</p>	
W3		<p><b>MEANINGFUL PUBLIC ENGAGEMENT</b></p> <p>According to the Environmental Protection Agency's website on Environmental Justice, meaningful public engagement requires an integrated approach that advances (1) improving the natural and built environment, (2) preserving and improving housing, (3) improving health and wellness, and (4) advance</p>	<p><i>Responses continue on the following page.</i></p>


Comments			Responses to Comments
Source: Submittal	Document Number: 818	Name: Denver Auditor, Dennis Gallagher	
<div>This side intentionally left blank.</div>			<div>V3</div> While time savings is part of the project’s purpose, it is not the entire purpose. The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70.  Environmental justice considerations have been adequately addressed in the Final EIS. For information on impacts to the Environmental Justice communities and mitigation, please see EJ1 and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
			<div>W3</div> The project team continues to use an extensive public involvement approach to communicate important project updates and allow the public to provide input on the EIS, cover amenities, and the alternatives under analysis in the EIS. For information on outreach for the project, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  Environmental justice considerations have been adequately addressed in the Final EIS. For information on Environmental Justice considerations, please see EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For more information on Environmental Justice, see Section 5.3 of the Final EIS.
			Discussions on greenhouse gases, which factor into climate change, are included in Section 5.10, Air Quality in the Final EIS.

Comments			Responses to Comments
Source: Submittal	Document Number: 818	Name: Denver Auditor, Dennis Gallagher	
W3		mobility and accessibility for all. While I have heard CDOT tout its work on its public campaign for I-70, I request that CDOT demonstrate how it has addressed EPA’s guidance.	<div>X3</div> Discussions on greenhouse gases, which factor into climate change, are included in the Section 5.10, Air Quality in the Final EIS. The public has had the opportunity to provide feedback throughout the project on numerous topics, including climate change. For information on CDOT’s public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
		<div>X3</div> <u>Comment # 111:</u> I request information on how CDOT has addressed climate justice, including reducing carbon and greenhouse gas emissions, transitioning away from fossil fuel reliance in moving people and goods, and ensuring that environmental justice communities are not disproportionately impacted by climate change.	
		<div>X3</div> <u>Comment # 112:</u> I also request information regarding how residents of the environmental justice neighborhoods of Elyria and Swansea have been included in addressing the climate change impacts in their neighborhoods from CDOT’s proposal?	<div>Y3</div> The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. The concerns presented in this comment have been adequately addressed in the Final EIS. For information on efforts to reduce the impacts from past actions, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  For information on impacts in general as well as to the Environmental Justice communities, please see IMP1, EJ1, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  CDOT will continue to try to minimize impacts during final design and construction.
Y3		<div>CONCLUSION</div> <p>CDOT’s project focus needs to be first and foremost on making these environmental justice neighborhoods vibrant, healthy, and complete communities. Then how does a rehabilitated CDOT facility help to correct past damage and make Elyria and Swansea better places in which to live, work and play.</p> <p><u>Comment # 113:</u> To date, this process has been backwards – the environmental justice neighborhoods have been looked at as “clean slates” for CDOT engineers to come up with whatever moves cars. I request CDOT to reverse the process – by defining parameters that keep these environmental justice neighborhoods intact, and then have the engineers design a solution that fits within the neighborhood context, and results in better and healthier communities.</p>	



Comments			Responses to Comments
Source:	Public hearing transcript	Document Number: 275    Name: Denver Auditor, Dennis Gallagher	
A	I am opposed to the project, especially with 10 to 14 lanes plowing through Elyria, Swansea, and Globeville. In any language, most distressful at how socially, economically, environmentally negatively impacting these neighborhoods, the businesses, and especially the people. The cost is indefensible. I've been trying my best to talk common sense to the city and to the Colorado Department of Highways to lower the number of lanes. We don't need those lanes. And at today's price for an ounce of gold, I have figured you could pave the highway from Brighton Boulevard to Colorado Boulevard over 78 times at the same thickness we just paved the gold dome at the State Capital. And I want to promise you, I will not stand by while you crucify these neighborhoods on a highway of gold, to paraphrase William Jennings Bryan. We can do it. It's not too late, dear friends. It's not too late. We can do it. It's not too late to correct this mistake for a healthier neighborhood. But we've got to fight these too many lanes. We can do it. Let's do it.		A    Comment noted. The justification of the number of lanes needed for the highway in the future has been discussed in the Final EIS. For information on widening the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments			Responses to Comments
Source: Submittal	Document Number: 747	Name: Denver Public Schools	
<div>  <p>Discover a World of Opportunity™</p> <p>Office of Chief Operating Officer Phone: 720-423-3332 Email: david_suppes@dpsk12.org <a href="http://www.dpsk12.org">www.dpsk12.org</a></p> </div> <p>October 31, 2014</p> <p>Dear CDOT,</p> <p>Thank you for allowing DPS to provide comments to your recently-released Supplemental Draft Environmental Impact Statement (SDEIS) to replace the I-70 viaduct between Brighton and Colorado and to improve the highway to Tower.</p> <p>The proposed potential highway improvements will directly impact the school within this area, Swansea Elementary School (ES) located at 4650 Columbine Street. We value CDOT’s partnership and, over the past several years, DPS has worked closely with CDOT to understand the project need, various solution options, and the impact that the work would have on Swansea ES and the surrounding community. Our goal is to find a path forward that will both provide public benefit as well as minimize any negative impact to Swansea ES. We understand the preferred option is the Partially-Covered Lowered alternative (“PCL”). The DPS Board of Education (BoE) received an update earlier this year on work to date in collaboration with our community and CDOT, including mitigation efforts planned at the school with the PCL, but the BoE did not take any action at that time.</p> <p>DPS responsibility is to make sure our students have a safe, productive, accessible, and healthy learning environment. Our comments are focused specifically towards the impact to Swansea ES, and ensuring it provides a safe and appropriate educational environment. While CDOT has identified several mitigation elements, the proposed mitigations do not fully address the impacts. Appropriate mitigation of these impacts, both during construction and after completion, is critical for Swansea ES students and staff. To date, CDOT has proven very responsive to our requests, and we are confident these impacts can be addressed and mitigated as they move forward on the proposed solution.</p> <p>We have collaboratively considered potential impacts and various options for Swansea ES. In reviewing the SDEIS and the on-going communication DPS has had with CDOT, we offer the following comments, considerations and responses.</p> <div> <div>A</div> <div> <ol style="list-style-type: none"> <li>Environmental air quality is critically important for the health of our students. Of particular concern are the impacts during and after construction at the school and in the areas near the school. We understand from the SDEIS that stringent air monitoring (including PM 10, PM 2.5, Nitrogen Oxides and other pollutants) will be conducted before, during and after the highway construction work is completed. We request a formal presentation from CDOT to DPS staff regarding the projected air quality levels in the areas immediately surrounding the school and specific to the immediate Swansea school site and playground. This is to include current levels from the highway, any environmental pollutants anticipated during construction and the mitigation thereof, and anticipated levels after the highway is built.</li> </ol> </div> </div>			<div> <div>A</div> <div> <p>CDOT has had multiple conversations about air quality with DPS and participates in monthly coordination meetings with the agency. Per your request, formal presentations by CDOT to DPS Board Members and Staff were delivered on May 18, 2015, and August 17, 2015, to discuss air quality specific to Swansea Elementary School.</p> <p>The concerns regarding transit have been adequately addressed in the Final EIS. For information on air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> </div> </div>

Comments			Responses to Comments	
Source:	Submittal	Document Number: 747	Name: Denver Public Schools	
<div><div>B</div><div>C</div><div>D</div><div>E</div><div>F</div><div>G</div><div>H</div><div>I</div><div>J</div><div>K</div><div>L</div><div>M</div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>			<div><div>B</div><div>The Final EIS contains a comparison of the projected levels to applicable air quality standards, as well as any mitigation options that may be applied if these standards are exceeded. General impacts will continue to be discussed in the executive summary, not to the detailed level of impacts to the school.</div></div>
	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>			<div><div>C</div><div>Environmental monitoring results will be communicated to DPS on a regular basis.</div></div>
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	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>			<div><div>E</div><div>Comment noted.</div></div>
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	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>			<div><div>H</div><div>CDOT will coordinate with DPS , Swansea Elementary School, and the general public to ensure safe vehicular and pedestrian access to school during construction.</div></div>
	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>			<div><div>I</div><div>The construction schedule is not available at this time. CDOT will continue to work with DPS as more details are developed for construction.</div></div>
	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>			<div><div>J</div><div>Comment noted.</div></div>
	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>			<div><div>K</div><div>Most sections of Chapter 5 in the Supplemental Draft EIS and Final EIS detail impacts specific to Swansea Elementary School. General impacts will continue to be discussed in the executive summary, not to the detailed level of impacts to the school.</div></div>
	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>			<div><div>L</div><div>CDOT will continue to collaborate with DPS throughout future phases of the project.</div></div>
	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>			<div><div>M</div><div>Comment noted.</div></div>
<div><p>We highly value CDOT’s partnership and the vision of creating not only a safer transportation system, but the vision of creating an opportunity to connect a community, energize a neighborhood, provide sustainable economic viability and ensure vital community assets such as Swansea ES are safely maintained and can thrive throughout and after the project.</p><p>Sincerely,</p><div><p>David A. Suppes Chief Operating Officer Denver Public Schools</p></div></div>				





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Comments		Responses to Comments															
<div>Source: Submittal   Document Number: 130   Name: B&amp;C Steel, Inc.</div> <div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</div><p>Please submit comments to the address below or via the I-70 East website (www.I-70east.com) by October 14, 2014.</p><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: 9/24/14   Would you like to be included on the mailing list? <input type="radio"/> Yes <input type="radio"/> No</p><p>Name (required): B&amp;C Steel, Inc.</p><p>Organization: _____</p><p>Address (required): _____</p><p>City/State/Zip: _____</p><p>Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle/select all that apply:</p><table><tr><td><input type="radio"/> Air quality</td><td><input type="radio"/> Environmental justice</td><td><input type="radio"/> Financing</td><td><input type="radio"/> Hazardous materials</td><td><input type="radio"/> Historic</td></tr><tr><td><input type="radio"/> Managed lanes</td><td><input type="radio"/> Noise</td><td><input type="radio"/> Property impacts</td><td><input type="radio"/> Swansea Elementary</td><td><input type="radio"/> Visual</td></tr><tr><td><input checked="" type="radio"/> Preliminary identified preferred alternative</td><td><input checked="" type="radio"/> Truck traffic</td><td><input type="radio"/> Other</td><td colspan="2"></td></tr></table><p>Please print your comment on the Supplemental Draft EIS legibly below</p><div><div>A</div><div>There is no way a large semi or in our case a crane can easily maneuver a round-about at the Vasquez/Steele Street exit. There is already so much congestion at this exit and these will make movement a complete</div></div><p>***Continue on back for more space***</p><p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to: I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p></div>		<input type="radio"/> Air quality	<input type="radio"/> Environmental justice	<input type="radio"/> Financing	<input type="radio"/> Hazardous materials	<input type="radio"/> Historic	<input type="radio"/> Managed lanes	<input type="radio"/> Noise	<input type="radio"/> Property impacts	<input type="radio"/> Swansea Elementary	<input type="radio"/> Visual	<input checked="" type="radio"/> Preliminary identified preferred alternative	<input checked="" type="radio"/> Truck traffic	<input type="radio"/> Other			<div><div>A</div><div>The current identified Preferred Alternative does not include the roundabout design variation at the Steele Street/Vazquez Boulevard interchange. For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>
<input type="radio"/> Air quality	<input type="radio"/> Environmental justice	<input type="radio"/> Financing	<input type="radio"/> Hazardous materials	<input type="radio"/> Historic													
<input type="radio"/> Managed lanes	<input type="radio"/> Noise	<input type="radio"/> Property impacts	<input type="radio"/> Swansea Elementary	<input type="radio"/> Visual													
<input checked="" type="radio"/> Preliminary identified preferred alternative	<input checked="" type="radio"/> Truck traffic	<input type="radio"/> Other															

Comments			Responses to Comments
Source:	Submittal	Document Number: 130    Name: B&C Steel, Inc.	
<div><div><div>A</div><div><div></div><div><div>nightmare. There has to be reasonable access for trucks on this exit. It is an integral part of our daily traffic flow.</div></div></div></div></div>			
<div><div>****Attach more pages as needed****</div><div>Thank you for your input</div><div>Please turn in this form in to a project team member or mail/email by October 14, 2014, to: I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></div><div></div></div>			





Comments			Responses to Comments																
Source: Submittal	Document Number: 073	Name: Blender Products, Inc.																	
<div><div></div><div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</div><div>Please submit comments to the address below or via the I-70 East website (www.i-70east.com) by October 14, 2014.</div></div></div> <p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p> <p>Date: 9-16-2014 Would you like to be included on the mailing list? <input type="radio"/> Yes <input type="radio"/> No</p> <p>Name (required): JAMES HOWEY</p> <p>Organization:</p> <p>Address (required):</p> <p>City/State/Zip:</p> <p>Email:</p> <p>Does your comment apply to any of the topics listed below? Please circle/select all that apply:</p> <table><tbody><tr><td><input type="radio"/> Air quality</td><td><input type="radio"/> Environmental justice</td><td><input type="radio"/> Financing</td><td><input type="radio"/> Hazardous materials</td><td><input type="radio"/> Historic</td></tr><tr><td><input type="radio"/> Managed lanes</td><td><input type="radio"/> Noise</td><td><input type="radio"/> Property impacts</td><td><input type="radio"/> Swansea Elementary</td><td><input type="radio"/> Visual</td></tr><tr><td><input type="radio"/> Preliminary identified preferred alternative</td><td><input checked="" type="radio"/> Truck traffic</td><td><input type="radio"/> Other</td><td></td><td></td></tr></tbody></table> <p>Please print your comment on the Supplemental Draft EIS legibly below</p> <div><div>A</div><div><p>It is very important that an I-70 interchange at Vasquez/ Steele is maintained. Unless significant improvements are made to the interchanges at I-70 + Colorado and I-70 + Brighton and the access streets from Vasquez/ Steele to those interchanges are improved and</p><p>****Continue on back for more space****</p></div></div> <p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to:</p> <div><div>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</div><div></div></div>				<input type="radio"/> Air quality	<input type="radio"/> Environmental justice	<input type="radio"/> Financing	<input type="radio"/> Hazardous materials	<input type="radio"/> Historic	<input type="radio"/> Managed lanes	<input type="radio"/> Noise	<input type="radio"/> Property impacts	<input type="radio"/> Swansea Elementary	<input type="radio"/> Visual	<input type="radio"/> Preliminary identified preferred alternative	<input checked="" type="radio"/> Truck traffic	<input type="radio"/> Other			<div><div>A</div><div><p>The Steele Street/Vasquez Boulevard interchange is included as part of the Preferred Alternative in the Final EIS. For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div>
<input type="radio"/> Air quality	<input type="radio"/> Environmental justice	<input type="radio"/> Financing	<input type="radio"/> Hazardous materials	<input type="radio"/> Historic															
<input type="radio"/> Managed lanes	<input type="radio"/> Noise	<input type="radio"/> Property impacts	<input type="radio"/> Swansea Elementary	<input type="radio"/> Visual															
<input type="radio"/> Preliminary identified preferred alternative	<input checked="" type="radio"/> Truck traffic	<input type="radio"/> Other																	

Comments			Responses to Comments
Source: Submittal	Document Number: 073	Name: Blender Products, Inc.	
<div><div><div>A</div><div><div></div><div><p>STREAMLINED, THE ELIMINATION OF <sup>A</sup> <del>THE</del> VASQUEZ/STEELE ACCESS + I-70 INTERCHANGE WOULD HAVE A VERY NEGATIVE IMPACT ON THE ABILITY TO OPERATE OUR SHIPPING FROM OUR BUSINESS LOCATION. THIS WOULD REDUCE THE <del>WAVE</del> VALUE OF OUR LOCATION SIGNIFICANTLY AND <del>IS</del> IS LIKELY TO CAUSE US TO MOVE.</p><p>IN ADDITION, ADDING COMMERCIAL TRAFFIC TO THE ACCESS STREETS TO I-70/BRIGHTON + I-70/COLORADO WOULD ADD POLLUTION, CONGESTION AND RISK TO NEIGHBORHOOD STREETS.</p><p>SINCERELY YOURS, Jim Howe</p></div></div></div><div><p>****Attach more pages as needed****</p><p>Thank you for your input</p><p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to:</p><p>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></p><div></div></div></div>			

Comments			Responses to Comments
Source:	Submittal	Document Number: 379    Name: Conley D.C. Solutions, Inc.	
<div><div></div><div><div>From: "Todd Stanley" &lt;todd.stanley@conleydcs.com&gt; Subject: The I-70 East EIS Project - SDEIS Comments Date: Tue, October 21, 2014 11:29 am To: contactus@i-70east.com</div></div></div>			<div><div>A</div><div>Access will be maintained to all properties during and after construction. CDOT/Contractor will work with the business owners to determine the best schedule for construction activities.</div></div>
<div><div></div><div><div><div></div><div>My question is will full size tractor trailers still be allowed to make pick ups and deliveries to my building.</div></div></div></div>			
<div><div></div><div><div>Thank you,</div></div></div>			
<div><div></div><div><div>Todd Stanley Conley D.C. Solutions, Inc. 4570 Columbine Street Denver, CO 80216 Office: 303.296.0320 Mobile: 303 809 6011  todd.stanley@conleydcs.com &lt;mailto:todd.stanley@conleydcs.com&gt; &gt;  www.conleydcs.com &lt;http://www.conleydcs.com&gt;</div></div></div>			





Comments		Responses to Comments															
Source: Submittal	Document Number: 371    Name: Contage Salon																
<div style="text-align: center;"> <b>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</b>  Please submit comments to the address below or via the I-70 East website (<a href="http://www.i-70east.com">http://www.i-70east.com</a>) by October 14, 2014.</div> <p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p> <p>Date: <u>10-10-14</u>    Would you like to be included on the I-70 East EIS mailing list?    <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</p> <p>Name (required): <u>GAIL Smyth</u></p> <p>Organization: <u>CONTAGE SALON</u></p> <p>Address (required): <u>695 SO. Colorado Blvd Suite 100</u></p> <p>City/State/Zip: <u>Denver CO 80246</u></p> <p>Email: _____</p> <p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p> <table border="0" style="width: 100%;"><tr><td><input checked="" type="checkbox"/> Air quality</td><td><input type="checkbox"/> Environmental justice</td><td><input type="checkbox"/> Financing</td><td><input type="checkbox"/> Hazardous materials</td><td><input type="checkbox"/> Historic</td></tr><tr><td><input type="checkbox"/> Managed lanes</td><td><input checked="" type="checkbox"/> Noise</td><td><input type="checkbox"/> Property impacts</td><td><input type="checkbox"/> Swansea Elementary</td><td><input type="checkbox"/> Visual</td></tr><tr><td><input type="checkbox"/> Preliminary identified preferred alternative</td><td><input type="checkbox"/> Truck traffic</td><td><input type="checkbox"/> Other</td><td colspan="2"></td></tr></table> <p style="text-align: center;">Please print your comment on the Supplemental Draft EIS legibly below.</p> <div style="border: 1px solid black; padding: 10px; min-height: 150px;"><p><i>Expanding 70 disturbs those neighborhoods I make worse live, for the people that live there</i></p></div> <p style="text-align: center;">****CONTINUE ON BACK FOR MORE SPACE****</p> <div style="text-align: center; margin-top: 20px;"><p><small>Please turn in this form in to a project team member or mail/email by October 14, 2014, to:</small></p><p><small>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></small></p></div>			<input checked="" type="checkbox"/> Air quality	<input type="checkbox"/> Environmental justice	<input type="checkbox"/> Financing	<input type="checkbox"/> Hazardous materials	<input type="checkbox"/> Historic	<input type="checkbox"/> Managed lanes	<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Property impacts	<input type="checkbox"/> Swansea Elementary	<input type="checkbox"/> Visual	<input type="checkbox"/> Preliminary identified preferred alternative	<input type="checkbox"/> Truck traffic	<input type="checkbox"/> Other		
<input checked="" type="checkbox"/> Air quality	<input type="checkbox"/> Environmental justice	<input type="checkbox"/> Financing	<input type="checkbox"/> Hazardous materials	<input type="checkbox"/> Historic													
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<input type="checkbox"/> Preliminary identified preferred alternative	<input type="checkbox"/> Truck traffic	<input type="checkbox"/> Other															

Comments			Responses to Comments	
Source:	Submittal	Document Number: 182	Name:	Denver Rescue Mission - Brad Meuli
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>I-70 EAST</div> <div><div>From: "Brad Meuli"</div><div>Date: Mon, September 29, 2014 3:04 pm</div><div>To: "contactus@i-70east.com" &lt;contactus@i-70east.com&gt;</div><div>Priority: Normal</div></div> <div><div>A</div><div><div>I wanted to voice my excitement at the process of improving I-70. We are one of the organizations losing our building and we have taken this as an opportunity to locate our offices closer to our largest facility. Tawana Kelly and the CDOT staff have been incredible to work with! I cannot tell you how much it has meant to us to have someone so professional and helpful to walk us through this process. This is the way government should work. thank you so much for having people like Tawana who care about people and a small non-profit like the Denver Rescue Mission.</div><div>I love the new design and believe it will serve the community so much better than the current structure. Our building is nearly under the current viaduct and its useful life is over. Something needs to be done now and I believe this Partial Covered Lowered Alternative is a wonderful answer.</div><div>Thank you for your good work on this!</div><div>Brad</div><div>Brad Meuli :: Denver Rescue Mission President/CEO</div></div></div>			<div>A Comment noted.</div>	

Comments			Responses to Comments
Source: Submittal	Document Number: 196	Name: Denver Rescue Mission - David Schunk	
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>i-70 East Comments for Recording</div> <div><div>From: "Dave Schunk"</div><div>Date: Wed, October 1, 2014 4:36 pm</div><div>To: "contactus@i-70east.com" &lt;contactus@i-70east.com&gt;</div><div>Priority: Normal</div></div> <div>Dear Sirs,</div> <div><div>A</div><div>I have participated in several condemnation proceedings from both an operational and owner level. As well, in my role as CFO, COO and CEO of various organizations, both for profit and non-profit, I have worked with a number of governments at all levels: city, state and federal. In all of my experiences, I have never met a more efficient, customer-focused, empathetic, smart, engaging, governmental entity than I-70/CDOT. In fact, I would rate I-70/CDOT better than 95% of all private entities that I have negotiated and/or partnered with. Under very difficult circumstances, I-70/CDOT has been a tremendous, honest and solid partner to deal with.</div><div>I can also say that they are very protective of the tax payer (which I am one) as they are very thorough, ask a lot of good and tough questions, require supporting documentation and do so in a professional and polite manner. When the answer is "no" it is delivered in a forthright and professional way and supporting evidence is provided as well. The staff are very good at what they do and could operate a private business as good as, if not better than, many successful private business owners that I know. I especially want to mention Tawana Kelly, her staff and her management team over her as the ones that exemplify the traits mentioned above. They are amazing.</div><div>Thank you again and again I-70/CDOT. It is my sincere wish that other governmental entities will follow your example of leadership and public engagement that you have demonstrated here.</div><div>Sincerely,</div><div>David Schunk :: Denver Rescue Mission Chief Financial Officer</div></div>			<div>A</div> Comment noted.



Comments			Responses to Comments
Source: Submittal	Document Number: 183	Name: Denver Rescue Mission - Griff Freyschlag	
<div><div><div>A</div><div><p><b>From:</b> Griff Freyschlag [mailto:GFreyschlag@denrescue.org] <b>Sent:</b> Monday, September 29, 2014 4:38 PM <b>To:</b> contactus@i-70east.com <b>Subject:</b> Proposed I-70 Project</p><p>I wanted to take this opportunity to <b>support</b> the CDOT proposal of moving the elevated portion of I-70, between Brighton Blvd and Colo Blvd, to an under-ground solution. I have worked in building that is almost directly under a crumbling I-70 on 46<sup>th</sup> Ave between Colo Blvd and Vasquez for over 12 years. I have seen the effects of concrete pieces from the overpass fall onto cars in our parking lot. I have appreciated CDOT’s efforts to make on-going repairs over the years but it is time for a new solution. The under-ground option would be a wonderful boost to the Globeville community. I can only imagine how it would enhance the quality of life in the area. Our organization has been working with Towanda and her team for over a year now. She has been a great CDOT representative as well as an advocate for us as we contemplate moving from a old building to a newer more expensive but beneficial site. She is efficient, kind, effective and fair in her dealings with us.</p><p>Griff Freyschlag <b>Denver Rescue Mission</b> <b>V.P. Development CFRE</b></p></div></div></div>			<div><div><div>A</div><div><p>Comment noted.</p></div></div></div>

Comments		Responses to Comments															
Source: Submittal	Document Number: 171    Name: Formula Roofing																
<div><div><p>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</p><p>Please submit comments to the address below or via the I-70 East website (<a href="http://www.i-70east.com">http://www.i-70east.com</a>) by October 31, 2014.</p></div><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: <u>9/25/14</u>    Would you like to be included on the I-70 East EIS mailing list?    <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No</p><p>Name (required): <u>Lawrence Kerr</u></p><p>Organization: <u>Formula Roofing</u></p><p>Address (required): _____</p><p>City/State/Zip: _____</p><p>Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p><table><tbody><tr><td>Air quality</td><td>Environmental justice</td><td>Financing</td><td>Hazardous materials</td><td>Historic</td></tr><tr><td>Managed lanes</td><td>Noise</td><td><u>Property impacts</u></td><td>Swansea Elementary</td><td>Visual</td></tr><tr><td>Preliminary identified preferred alternative</td><td>Truck traffic</td><td>Other</td><td></td><td></td></tr></tbody></table><p>Please print your comment on the Supplemental Draft EIS legibly below.</p><div><div>A</div><div><p><u>I prefer the Partial Cover Lowered Alternative, Basic Option. It will beautify the neighborhood, lessen air pollution and create better, safer traffic flow both on the interstate and frontage roads.</u></p></div></div><p>****CONTINUE ON BACK FOR MORE SPACE****</p><p>Please turn in this form in to a project team member or mail/email by October 31, 2014, to:</p><div><div><p>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></p></div><div></div></div></div>		Air quality	Environmental justice	Financing	Hazardous materials	Historic	Managed lanes	Noise	<u>Property impacts</u>	Swansea Elementary	Visual	Preliminary identified preferred alternative	Truck traffic	Other			<div><div>A</div><div><p>Comment noted.</p></div></div>
Air quality	Environmental justice	Financing	Hazardous materials	Historic													
Managed lanes	Noise	<u>Property impacts</u>	Swansea Elementary	Visual													
Preliminary identified preferred alternative	Truck traffic	Other															

Comments

Responses to Comments

Source: Submittal

Document Number: 814 Name: The GrowHaus

Do before  
Oct 31

**I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT**

Please submit comments to the address below

or via the I-70 East website ([www.i-70east.com](http://www.i-70east.com)) by October 31, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: \_\_\_\_\_ Would you like to be included on the mailing list? ☐ Yes ☐ No

Name (required): Kayla M Birdsong

Organization: \_\_\_\_\_

Address (required): \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Email: \_\_\_\_\_

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

<input checked="" type="checkbox"/> Air quality	<input checked="" type="checkbox"/> Environmental justice	<input checked="" type="checkbox"/> Financing	<input type="checkbox"/> Hazardous materials	<input type="checkbox"/> Historic
<input checked="" type="checkbox"/> Managed lanes	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Property impacts	<input checked="" type="checkbox"/> Swansea Elementary	<input type="checkbox"/> Visual
<input type="checkbox"/> Preliminary identified preferred alternative	<input checked="" type="checkbox"/> Truck traffic	<input checked="" type="checkbox"/> Other		

Please print your comment on the Supplemental Draft EIS legibly below

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\*\*\*\*Continue on back for more space\*\*\*\*

Please turn in this form in to a project team member or mail/email by October 31, 2014, to:

I-70 East EIS Team  
Colorado Department of Transportation  
2000 S. Holly Street, Denver, CO 80222  
Email: [contactus@i-70east.com](mailto:contactus@i-70east.com)

The information  
in the cover  
letter is noted.  
Responses to  
specific comments  
are included on the  
following pages.



Comments		Responses to Comments
Source: Submittal Document Number: 814 Name: The GrowHaus		
<p><i>I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter</i> <i>9/23/2014</i></p> <p><b>INTRODUCTION</b></p> <p>The expansion of I-70 as described in CDOT's 2014 Supplemental Environmental Impact Assessment will increase the number of cars, in general, between 30 - 50% (ES-9). There will be an increase in air emissions, increased noise pollution, decreased connectivity to the rest of Denver, and displacing businesses and homes, including food stores. The highway reduces neighborhood aesthetics and property values. Therefore, the following mitigations to the widening of I-70 must be made by CDOT to counteract the negative effects of the widening of I-70 through Elyria-Swansea.</p> <p><b>AIR QUALITY</b></p> <div><div><div>A</div><div>B</div><div>C</div><div>D</div><div>E</div><div>F</div><div>G</div><div>H</div><div>I</div><div>J</div><div>K</div><div>L</div></div><div><div>1. Air should be monitoring before, during and after construction.</div><div>2. Swansea School, all pollutants harmful to human health that are associated with the highway should be monitored (full-spectrum monitoring).</div><div>3. CDOT should provide funds for a community-based organization to hire an air quality monitoring expert to report to and advise the community.</div><div>4. CDOT should pay for advanced air ventilation and filtrations systems at Swansea, Garden Place and home within 500 feet of highway. CDOT should continue to fund the maintenance and operational costs of these systems for the lifetime of the highway.</div><div>5. CDOT should fund education programs about how to avoid contaminated air from entering homes and schools, which should be offered at least once per year, for the lifetime of the highway.</div><div>6. CDOT should plant trees to up-take pollutants throughout the impact zone, and install green roofs.</div><div>7. CDOT should establish air quality levels and triggers for immediate action should pollution levels be exceeded.</div><div>8. To ensure that lead and arsenic are not disturbed and deposited in homes during the construction period, CDOT should sample for lead and arsenic in construction zones and homes and should remediate any impacts by cleaning-up contaminated homes to state standards.</div><div>9. The footprint of the highway should be reduced by narrowing lanes and reducing lanes between Colorado Blvd and Brighton.</div><div>10. Provide alternative for trucks between 52<sup>nd</sup> and Vasquez at further north. Discourage truck and all traffic out of the neighborhood by eliminating traffic out of the frontage roads and neighborhood streets. Especially near Swansea School.</div><div>11. Build full interchange at Colorado Blvd and remove Vasquez interchange.</div><div>12. Limit truck access to I-70 and instead send trucks out of the inhabited areas by using signage and enforcement to route through trucks on to 270 &amp; 76.</div><div>13. Establish truck routes for local delivery and enforce them, limiting trucks on neighborhood streets and near schools.</div><div>14. CDOT should pay for improvements to doors and windows of all homes and businesses within 500 feet of the highway. It is not sufficient to facilitate loans as the harm is coming from CDOT and the cost of this harm should be borne by CDOT.</div></div></div>		<div><div>A</div><div>B</div><div>C</div><div>D</div></div> <div><div>Air will be monitored before, during and after construction. For information on air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>Coordination between CDOT, the FHWA, the CDPHE and the EPA resulted in developed protocols for air quality. For more information on transportation-related pollutants, including PM2.5, NOX, CO, and PM10, please see AQ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>CDOT will not be providing funds for an air quality monitoring expert for the community. Information from the air monitoring during the project will be available for the public.</div><div>For all alternatives in the Final EIS, CDOT will provide a new HVAC system, doors, and windows for Swansea Elementary to help mitigate the dust and noise expected during the construction period. The HVAC system will be designed to meet Swansea Elementary School's standards. CDOT will not provide operations and maintenance costs to the school for the system.</div><div>No air quality impacts from the project are expected at Garden Place Elementary because it is more than 500 feet from I-25 and I-70 and is located in a minimal construction area; see Section 5.10, Air Quality, of the Final EIS for more information on the analysis.</div><div>Mitigation measures specific to the Preferred Alternative will be to provide residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—interior storm windows and two free portable or window-mounted air conditioning units with air filtration for dust and noise impacts during construction, and assistance for the potential additional utility costs during construction. CDOT will only provide operations and maintenance costs for the air conditioning units during the construction period.</div><div>The concerns regarding air quality have been adequately addressed in the Final EIS. For information on air quality in the project area, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>CDOT will provide information to residents during construction regarding air quality and construction impacts as part of its public outreach process. For information on air quality, please see AQ3 and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>CDOT plans to provide appropriate landscaping on the cover and reconstructed local roads to provide for an active community space for surrounding residents and neighborhoods, support social and pedestrian connections, and provide new space for the Swansea Elementary School.</div></div> <div><div>Responses continue on the following page.</div></div>

A

B

C

D

Air will be monitored before, during and after construction. For information on air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Coordination between CDOT, the FHWA, the CDPHE and the EPA resulted in developed protocols for air quality. For more information on transportation-related pollutants, including PM2.5, NOX, CO, and PM10, please see AQ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT will not be providing funds for an air quality monitoring expert for the community. Information from the air monitoring during the project will be available for the public.

For all alternatives in the Final EIS, CDOT will provide a new HVAC system, doors, and windows for Swansea Elementary to help mitigate the dust and noise expected during the construction period. The HVAC system will be designed to meet Swansea Elementary School's standards. CDOT will not provide operations and maintenance costs to the school for the system.

No air quality impacts from the project are expected at Garden Place Elementary because it is more than 500 feet from I-25 and I-70 and is located in a minimal construction area; see Section 5.10, Air Quality, of the Final EIS for more information on the analysis.

Mitigation measures specific to the Preferred Alternative will be to provide residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—interior storm windows and two free portable or window-mounted air conditioning units with air filtration for dust and noise impacts during construction, and assistance for the potential additional utility costs during construction. CDOT will only provide operations and maintenance costs for the air conditioning units during the construction period.

The concerns regarding air quality have been adequately addressed in the Final EIS. For information on air quality in the project area, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT will provide information to residents during construction regarding air quality and construction impacts as part of its public outreach process. For information on air quality, please see AQ3 and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT plans to provide appropriate landscaping on the cover and reconstructed local roads to provide for an active community space for surrounding residents and neighborhoods, support social and pedestrian connections, and provide new space for the Swansea Elementary School.

Responses continue on the following page.

Responses to Comments		Responses to Comments	
Source: Submittal		Document Number: 814    Name: The GrowHaus	
<p><b>E</b> Early alert levels, or “triggers”, are planned for the air monitors during construction to ensure that the contractor can implement BMPs or alter activities before any standards are exceeded. At this time, the early alert level planned is 15 ug/m3 below the standard. For more information on air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>F</b> This concern is adequately addressed in the Final EIS. For information on CDOT’s plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>G</b> The Final EIS analysis determined the number of lanes needed based on the 2035 DRCOG regional travel demand model. For more information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. CDOT continues to look for ways to reduce the overall width of the highway while safely maintaining the necessary 10 lanes.</p> <p><b>H</b> Truck traffic was adequately addressed by the Final EIS. For information on truck traffic impacts on adjacent neighborhoods, please see TRANS8 and TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>I</b> The current identified Preferred Alternative does not remove the Steele Street/Vazquez Boulevard interchange. As identified in the Final EIS, the Steele Street/Vasquez Boulevard interchange will remain open as part of the Preferred Alternative design in response to the comments received during the Supplemental Draft EIS. Highway access would be provided through a split-diamond interchange at Steele Street/Vasquez Boulevard and Colorado Boulevard with slip ramps. The slip ramps allow for full movement at the interchange while minimizing traffic in the neighborhood and minimizing the footprint of the highway at the Steele Street/Vasquez Boulevard interchange. See Chapter 3, Summary of Project Alternatives, of the Final EIS for more information.</p> <p><b>J</b> CDOT conducted a heavy vehicle traffic study and determined the through heavy vehicle truck traffic between I-270 and I-76 is less than three percent of the average directional heavy vehicle traffic. For more information on restricting truck traffic along I-70, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>K</b> Truck traffic has been adequately considered and addressed in the Final EIS. For information on truck traffic routes and deliveries within the adjacent neighborhoods, please see TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>		<p><b>L</b> CDOT is proposing mitigation measures that are above and beyond the minimum requirements and above and beyond what is normally included in CDOT projects. For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on Environmental Justice considerations, please see EJ1 and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Mitigation measures specific to the Preferred Alternative will be to provide residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—interior storm windows and two free portable or window-mounted air conditioning units with air filtration for dust and noise impacts during construction, and assistance for the potential additional utility costs during construction.</p> <p>CDOT will provide new doors, windows, and HVAC system to Swansea Elementary School to minimize impacts from dust and noise during construction. For more information, see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>This project will abide by the appropriate city codes as they pertain to construction noise and vibration. If noise levels during construction are expected to exceed the limits from the city codes, the contractor must obtain the necessary ordinance variance. which typically includes additional mitigation measures. See the Final EIS, Attachment K, Traffic Noise Technical Report, under Section 6.4, Construction Noise, for further information.</p> <p>The concerns presented in this comment have been adequately addressed in the Final EIS. For more information on dust impacts during construction, please see IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For more information on noise impacts during construction, please see IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on noise after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on hazardous materials considerations during construction, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For a full list of proposed mitigation measures for the Preferred Alternative, please see Chapter 9 of the Final EIS.</p>	



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<p><i>I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter 9/23/2014</i></p> <p><b>RELOCATION / HOUSING</b></p> <p><b>M</b> 15. Homes that were not 500 feet from I-70 before the widening, but become 500 feet from I-70, should be given re-location assistance.</p> <p>16. In order to retain residents in the neighborhood and encourage new families to move in, CDOT should commit to replacing the 49-53 housing units lost in Elyria and Swansea due to highway construction with 3 affordable housing units for every one unit lost. Additionally affordable homeownership units should be replaced with affordable homeownership options and affordable rental units should be replaced with affordable rental options.</p> <p>17. Grant funding should be provided to residents living between 45th and 47th street to make improvements to their homes that will enhance their quality of life and reduce noise and air quality impacts of the highway.</p> <p>18. In order to encourage Elyria and Swansea residents to stay in the community and weather the adverse impacts of construction, CDOT should provide grant funding to residents to make improvements to their housing.</p> <p><b>AMENITIES</b></p> <p><b>N</b> 19. A new regional recreation center should be built in Elyria-Swansea to provide a space indoors with clean air for physical activity. The price of the Regional Rec Center should be affordable for all residents, and the opening of the center should not result in the closing of centers in nearby neighborhoods.</p> <p><b>O</b> 20. New health center</p> <p><b>P</b> 21. A supermarket and pharmacy should be established in the immediate GES area to improve the health of the community and curb the chronic health complications that are pervasive in the community."</p> <p><b>Q</b> 22. A 500-foot buffer should be created around the school and no construction should occur in that buffer during school hours. This will protect the children from the air emissions and noise pollution associated with the construction.</p> <p><b>R</b> 23. Noise – post-construction.</p> <p>24. Do not exceed the maximum NAC threshold. (Noise). It is set for the health of the neighborhoods.</p> <p><b>S</b> 25. Business development fund. Housing fund. Maintenance fund. Cap maintenance fund.</p> <p><b>T</b> 26. Art funds go to local organizations or agencies, not to CDOT.</p> <p><b>CONNECTIVITY</b></p> <p><b>U</b> 27. CDOT should make sure trucks and traffic are not diverted onto neighborhood streets during construction and after the reconfigured Interstate opens. There should be an alternative route for trucks between 52nd and Vasquez, to divert them onto Colorado Boulevard and away from the neighborhood.</p> <p><b>V</b> 28. Traffic on the frontage roads should be discouraged from using neighborhood streets as short cuts, especially near Swansea Elementary School. Some drivers may be tempted to use neighborhood streets to avoid traffic problems on the Interstate when construction commences. Making sure this does not happen must be a top priority. This is a crucial issue for neighborhood livability and to protect children as they walk to and from school.</p> <p><b>W</b> 29. Elyria-Swansea has long suffered from a lack of connectivity within the neighborhood and with adjacent neighborhoods. CDOT should help fund the construction of sidewalks, bike paths and other amenities that can help better link residents to their neighbors.</p>		<p><b>M</b> The only parties eligible for relocation benefits from CDOT are building occupants who are directly displaced by a CDOT acquisition as a result of this project and who meet the applicable requirements for eligibility. For information on relocation of residences that will not be acquired by the project, please see PROP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Funding will be provided to help address the loss of some residential units in the neighborhood. For more information on the replenishment of housing stock in the impacted neighborhood, please see PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Dust suppression measures and appropriate noise mitigations have been addressed by the Final EIS. For more information on dust and noise during construction, please see IMP7 and IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Adverse impact from construction have adequately been addressed in the Final EIS. For more information on air quality and health, please see AQ1 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>N</b> CDOT is not planning to include a regional recreation center as mitigation to the I-70 East project. There is currently a recreation center in the neighborhood and after construction, there will be additional community recreational space on the cover.</p> <p><b>O</b> CDOT is not planning to include a health center as a mitigation to the I-70 East project. CDOT will ensure that access is maintained to the extent possible and advanced notifications are provided to residents and travelers of any detours or closures.</p> <p><b>P</b> CDOT will provide funding to existing programs that may facilitate access to fresh food. In addition, the project will provide a robust and context sensitive communications and outreach plan throughout construction to ensure residents and travelers are kept informed of detour information in advance. CDOT will also ensure access is maintained to the extent possible.</p> <p><b>Q</b> CDOT has been working with DPS to develop construction mitigation measures for Swansea Elementary. For more information on how construction impacts to Swansea Elementary School will be mitigated, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Noise concerns during construction have been adequately For information on noise during construction as it pertains to residents, please see IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><i>Responses continue on the following page.</i></p>





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<p><b>R</b> Appropriate noise mitigation was analyzed and addressed in the Final EIS. For information on how traffic noise will be minimized after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>CDOT is working with Denver and the community on the aesthetic designs for various elements of the project, including noise walls. This coordination and feedback will continue throughout design.</p> <p>All mitigation measures listed in the ROD will be implemented because it is a legally binding document.</p> <p><b>S</b> Projects that use US DOT funds are subject to the requirements of CDOT’s OJT Program. The OJT Program requires that contractors provide training hours to meet or exceed a goal set for the project. The contractor must operate under a training program approved by FHWA. Though the program is open to all, trainees are to be recruited among women and minorities as available according to census data.</p> <p>In addition to the requirements of the CDOT OJT program, CDOT is developing a strategic approach to preparing and creating opportunities for individuals in the local communities to obtain employment on the project. CDOT is currently collaborating with local workforce centers to determine how CDOT might be able to leverage existing resources to maximize workforce development in anticipation of the project. The contractor will be expected to comply with and develop innovative approaches to the development of the local workforce.</p> <p>CDOT is committed to providing mitigation measures to local businesses impacted by the project listed in Exhibit 5.23-5 of the Final EIS, such as providing:</p> <p>--targeted assistance to encourage businesses that are crucial to low-income and minority populations to find new locations in the same neighborhoods</p> <p>--funding to CRHDC to assist business owners with financial counseling and funding for replacement property, and securing business loans.</p> <p>For more information on the contractor’s hiring requirements, please see GEN5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>T</b> CDOT will not be using any art funds as sources of funds to construct the project.</p> <p>CDOT is working with Denver and the community on the aesthetic designs for various elements of the project, including noise walls. This coordination and feedback will continue throughout design.</p>		<p><b>U</b> CDOT will ensure that BMPs are used to minimize impacts during construction and provide safe and efficient connections through the neighborhoods during construction for all modes of transportation. For more information on truck traffic impacts on adjacent neighborhoods, please see TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Concerns regarding air quality have been adequately addressed in the Final EIS. For information on air quality, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>V</b> Traffic control plans will be developed in the next phases of the project. CDOT will coordinate with Denver for development of the plans. Safe access will be maintained throughout the project. Advanced notification of detours or closures will be provided to residents and travelers.</p> <p>For information on truck traffic in neighborhoods, please see TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>W</b> The reason that CDOT proposed the Partial Cover Lowered Alternative was to mitigate the impacts of the project by reconnecting the community across the highway in response to community concerns.</p> <p>The concerns presented in this comment have been adequately addressed in the Final EIS. For information on walkability and bicycle routes improvement, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on north-south connectivity, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

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<p><i>I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter 9/23/2014</i></p> <p><b>ECONOMY</b></p> <div><div>X</div><div></div><div>30. Retaining and creating jobs</div></div> <div><div>X</div><div></div><div>31. Job Training and Workforce Development</div></div> <div><div>X</div><div></div><div>32. Business Initiatives</div></div> <div><div>X</div><div></div><div>33. Education, Scholarships and Apprenticeship Opportunities</div></div> <div><div>Y</div><div></div><div>34. Supporting a vibrant retail core, including neighborhood retail for residents</div></div> <div><div>Y</div><div></div><div>35. Establishment of a Resource center to deliver social services, grow existing businesses, provide technical assistance, and build relationships between residents, partners and stakeholders</div></div> <div><div>Y</div><div></div><div>36. Apprenticeship programs to equip residents with on-the-job experience</div></div> <div><div>Y</div><div></div><div>37. Local sub-contracting – preferences for local businesses as subcontractors</div></div> <div><div>Y</div><div></div><div>38. Sourcing Local Products</div></div> <div><div>Z</div><div></div><div>39. Hire with an ITIN number, not a social security</div></div> <div><div>Z</div><div></div><div>40. Support displaced and affected businesses from the I-70 project</div></div> <div><div>A1</div><div></div><div>41. Guarantee the allocation of funding toward innovative programs that teach and support meaningful, culturally relevant, and sustainable economic opportunities available to residents and business owners in Elyria-Swansea.</div></div> <div><div>B1</div><div></div><div>42. Prioritize investment in creating commercial density and supporting existing small neighborhood businesses</div></div> <p><b>ENVIRONMENTAL JUSTICE</b></p> <div><div>C1</div><div></div><div>43. There should be no limit to the budget for mitigation. The mitigation should be equal to the impact. This is an environmental justice community.</div></div> <div><div>D1</div><div></div><div>44. Money for maintenance of all improvements.</div></div>		<div><div>X</div><div>CDOT currently provides resources for transportation-related small business through <a href="http://www.connect2dot.org">www.connect2dot.org</a>, which is a partnership between CDOT and CSBDC. Colorado SBDC has offices in Denver, Commerce City, and Aurora. They provide training and resources to small business and individuals seeking to start a small business. Connect2DOT provides introductory trainings, access to CDOT plans, one-on-one consulting, and the Leading Edge program tailored to the transportation industry. Most services are free or low cost.</div></div> <p>Additionally, the CRBRC and the project staff will ensure that small businesses are provided opportunities to compete for participation on the project. The project request for proposals will include goals to achieve small business participation on the project, as well as required outreach, networking events and possible incentives. Since this project is expected to be a federally funded, CDOT may not make any local contractor preferences, but will ensure that the local community businesses are informed of all opportunities presented by the project.</p> <p>Workforce Development</p> <p>Projects that use US DOT funds are subject to the requirements of CDOT’s OJT Program. The OJT Program requires that contractors provide training hours to meet or exceed a goal set for the project. The contractor must operate under a training program approved by FHWA. Though the program is open to all, trainees are to be recruited among women and minorities as available according to census data.</p> <p>In addition to the requirements of the CDOT OJT program, the CRBRC is developing a strategic approach to preparing and creating opportunities for individuals in the local communities to obtain employment on the project. CDOT is currently collaborating with local workforce centers to determine how CDOT might be able to leverage existing resources to maximize workforce development in anticipation of the project. The contractor will be expected to comply with and develop innovative approaches to the development of the local workforce.</p> <p>For more information on the contractor’s hiring requirements, please see GEN5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><i>Responses continue on the following page.</i></p>

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<p><b>Y</b> CDOT does not envision itself to establish a resource center to deliver social services, grow existing businesses, provide technical assistance, and build relationships between residents, partners and stakeholders</p> <p>Projects that use US DOT funds are subject to the requirements of CDOT’s OJT Program. The OJT Program requires that contractors provide training hours to meet or exceed a goal set for the project. The contractor must operate under a training program approved by FHWA. Though the program is open to all, trainees are to be recruited among women and minorities as available according to census data.</p> <p>In addition to the requirements of the CDOT OJT program, CDOT is developing a strategic approach to preparing and creating opportunities for individuals in the local communities to obtain employment on the project. CDOT is currently collaborating with local workforce centers to determine how CDOT might be able to leverage existing resources to maximize workforce development in anticipation of the project. The contractor will be expected to comply with and develop innovative approaches to the development of the local workforce.</p> <p>For more information on the contractor’s hiring requirements, please see GEN5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>CDOT will not require sourcing of local products.</p> <p>CDOT cannot identify a hiring process at this point.</p> <p><b>Z</b> CDOT is committed to providing mitigation measures to local businesses impacted by the project listed in Exhibit 5.23-5 of the Final EIS, such as:</p> <ul style="list-style-type: none"><li>--targeted assistance to encourage businesses that are crucial to low-income and minority populations to find new locations in the same neighborhoods</li><li>--funding to CRHDC to assist business owners with financial counseling and funding for replacement property, and securing business loans.</li></ul> <p>For more information on the Preferred Alternative’s property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>		<p><b>A1</b> Projects that use USDOT funds are subject to the requirements of CDOT’s OJT Program. The OJT Program requires that contractors provide training hours to meet or exceed a goal set for the project. The contractor must operate under a training program approved by FHWA. Though the program is open to all, trainees are to be recruited among women and minorities as available according to census data.</p> <p>In addition to the requirements of the CDOT OJT program, CDOT is developing a strategic approach to preparing and creating opportunities for individuals in the local communities to obtain employment on the project. CDOT is currently collaborating with local workforce centers to determine how CDOT might be able to leverage existing resources to maximize workforce development in anticipation of the project. The contractor will be expected to comply with and develop innovative approaches to the development of the local workforce.</p> <p>For more information on the contractor’s hiring requirements, please see GEN5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>B1</b> CDOT does not envision itself as being the lead agency or funding source to accomplish the development of commercial density or supporting businesses in the area, nor is it part of its mission as a state transportation agency. Improved travel times and reduced congestion will help support access for businesses located along the corridor.</p> <p><b>C1</b> Mitigation commitments for the project are proposed based on the impacts of the project, not on budgetary requirements. For information on Environmental Justice considerations, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in part 1 of Attachment Q.</p> <p>CDOT is legally accountable to implement all mitigation measures that are included in the ROD.</p> <p><b>D1</b> Once a ROD is signed, CDOT is held legally accountable to deliver the mitigation measures identified in the ROD.</p> <p>CDOT will identify a maintaining party for the cover’s facilities prior to construction. For information on the maintenance of the Preferred Alternative highway cover, please see PA3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Improvements to Swansea Elementary School will be maintained by the school. Garden Place Elementary School is not impacted by the project and will not have any mitigation.</p> <p>Improvements to homes, including air conditioners, will be maintained through construction.</p> <p>CDOT will maintain noise walls.</p>	



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Source: Submittal		Document Number: 814	Name: The GrowHaus																																																									
<p>I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter 9/23/2014</p> <p>By Signing below, I certify that I am over 18 years old. I certify that my name may be added as a signatory agreeing to the contents of this letter, which will be submitted to CDOT as part of the official public comment during the Draft Environmental Impact Statement.</p> <p>Por firmar abajo, yo certifico que soy más de 18 años de edad. Yo certifico que mi nombre se puede agregar como un signatario aceptando el contenido de esta carta, que será presentado a CDOT como parte de los comentarios públicos oficiales durante la declaración de impacto ambiental del proyecto.</p> <p>Riley Bright <i>Riley Bright</i> 10/30/14 ✓</p> <table><tr><th>Name</th><th>Signature</th><th>Date</th><th></th><th>Mark here to sign letter</th></tr><tr><td>Alicia Perez</td><td><i>Alicia Perez</i></td><td>10/29/14</td><td></td><td>✓</td></tr><tr><td>Kayla Birdsong</td><td><i>Kayla Birdsong</i></td><td>10/23/14</td><td></td><td>✓</td></tr><tr><td>Kelsey Simkins</td><td><i>Kelsey Simkins</i></td><td>10/23/14</td><td></td><td>X</td></tr><tr><td>Adam Brock</td><td><i>Adam Brock</i></td><td>10/28/14</td><td></td><td>X</td></tr><tr><td>Allyson Hakala</td><td><i>Allyson Hakala</i></td><td>10-28-14</td><td></td><td>X</td></tr><tr><td>Tyler Baras</td><td><i>Tyler Baras</i></td><td>10/26</td><td></td><td>✓</td></tr><tr><td>Abbey Vannoy</td><td><i>Abbey Vannoy</i></td><td>10/29/14</td><td></td><td>✓</td></tr><tr><td>Isabel Sanchez</td><td><i>Isabel Sanchez</i></td><td>10/29/14</td><td></td><td>✓</td></tr><tr><td>SHANNON PARKER</td><td><i>Shannon Parker</i></td><td>10.29.14</td><td></td><td>✓</td></tr><tr><td>Coby Gould</td><td><i>Coby Gould</i></td><td>10/27/14</td><td></td><td>✓</td></tr></table> <p>4 ✓</p>					Name	Signature	Date		Mark here to sign letter	Alicia Perez	<i>Alicia Perez</i>	10/29/14		✓	Kayla Birdsong	<i>Kayla Birdsong</i>	10/23/14		✓	Kelsey Simkins	<i>Kelsey Simkins</i>	10/23/14		X	Adam Brock	<i>Adam Brock</i>	10/28/14		X	Allyson Hakala	<i>Allyson Hakala</i>	10-28-14		X	Tyler Baras	<i>Tyler Baras</i>	10/26		✓	Abbey Vannoy	<i>Abbey Vannoy</i>	10/29/14		✓	Isabel Sanchez	<i>Isabel Sanchez</i>	10/29/14		✓	SHANNON PARKER	<i>Shannon Parker</i>	10.29.14		✓	Coby Gould	<i>Coby Gould</i>	10/27/14		✓	
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Source: Submittal	Document Number: 087	Name: Iron & Metals, Inc.																	
<div><div></div><div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</div><div>Please submit comments to the address below or via the I-70 East website (www.i-70east.com) by October 14, 2014.</div></div><div><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: 7/14/14 Would you like to be included on the mailing list? <input checked="" type="radio"/> Yes <input type="radio"/> No</p><p>Name (required): Murray Cohen</p><p>Organization: Iron and Metals Inc.</p><p>Address (required):</p><p>City/State/Zip:</p><p>Email:</p><p>Does your comment apply to any of the topics listed below? Please circle/select all that apply:</p><table><tr><td><input type="radio"/> Air quality</td><td><input type="radio"/> Environmental justice</td><td><input type="radio"/> Financing</td><td><input type="radio"/> Hazardous materials</td><td><input type="radio"/> Historic</td></tr><tr><td><input type="radio"/> Managed lanes</td><td><input type="radio"/> Noise</td><td><input type="radio"/> Property impacts</td><td><input type="radio"/> Swansea Elementary</td><td><input type="radio"/> Visual</td></tr><tr><td><input checked="" type="radio"/> Preliminary identified preferred alternative</td><td><input type="radio"/> Truck traffic</td><td><input type="radio"/> Other</td><td></td><td></td></tr></table><p>Please print your comment on the Supplemental Draft EIS legibly below</p><div><div>A</div><div><p>We at Iron and Metals Inc support the preliminary identified preferred Alternative.</p><p>This plan is very well conceived and provides for the integrity of the neighborhood where many of our employees live.</p><p>****Continue on back for more space****</p><p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to: I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p><div></div></div></div></div></div>				<input type="radio"/> Air quality	<input type="radio"/> Environmental justice	<input type="radio"/> Financing	<input type="radio"/> Hazardous materials	<input type="radio"/> Historic	<input type="radio"/> Managed lanes	<input type="radio"/> Noise	<input type="radio"/> Property impacts	<input type="radio"/> Swansea Elementary	<input type="radio"/> Visual	<input checked="" type="radio"/> Preliminary identified preferred alternative	<input type="radio"/> Truck traffic	<input type="radio"/> Other			<div><div>A</div><div>Comment noted.</div></div>
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<input checked="" type="radio"/> Preliminary identified preferred alternative	<input type="radio"/> Truck traffic	<input type="radio"/> Other																	



B-20 January 2016



Comments			Responses to Comments
Source: Submittal	Document Number: 367	Name: North Park Transportation Co.	
<div><div></div><div><div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div><div><div>From:</div><div>"North Park Transportation Co." &lt;safety@nopk.com&gt;</div></div><div><div>Date:</div><div>Tue, October 21, 2014 2:23 pm</div></div><div><div>To:</div><div>webmastercc@i-70east.com (more)</div></div><div><div>Priority:</div><div>Normal</div></div><div><div>Options:</div><div><div>View Full Header</div><div>View Printable Version</div><div>Download this as a file</div><div>Add to Address Book</div><div>View Message details</div></div></div></div><div><div>email:</div><div>safety@nopk.com</div></div><div><div>name:</div><div>North Park Transportation Co.</div></div><div><div>address:</div><div>5150 Columbine Street</div></div><div><div>city:</div><div>Denver</div></div><div><div>state:</div><div>Colorado</div></div><div><div>zip_code:</div><div>80216</div></div><div><div>phone:</div><div>303-295-0300</div></div><div><div>comment_topic:</div><div>Hazardous Materials,Managed Lanes,Property Impacts,Truck Traffic,Other</div></div><div><div>comments:</div><div>North Park Transportation Co. (NPT) has been located at 5150 Columbine Street, Denver CO 80216 since 1977 and has 109 local full time employees. NPT is an interstate trucking company that services hundreds of Denver area shippers to deliver the shipper's goods to their customers in six states. Many of these shipments are critical supplies such as medical supplies and require on time next morning delivery. NPT also transports hazardous materials. NPT operates class A Commercial Motor Vehicles (CMV's) including Longer Combination Vehicles (LCV's) 24 hours per day 7 days per week. NPT must operate on Brighton Blvd. north of I-70 and then along I-70 east thru Denver and Aurora and also along I-70 west to Dillon and I-70 west to I-25 north past the Wyoming State line. Their are no viable alternate routes for NPT to operate their CMV's. NPT will require Brighton Blvd. and I-70 to be reasonably operational for our business activities during all I-70 east contruction.</div></div></div>			<div><div>A</div><div>Brighton Boulevard and I-70 will remain operational during construction.</div></div>

Comments			Responses to Comments
Source: Submittal	Document Number: 202	Name: Wright & McGill Co.	
<div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div><div>From: "Donn Schaible"</div><div>Date: Mon, October 6, 2014 9:54 am</div><div>To: webmastercc@i-70east.com (more)</div><div>Priority: Normal</div></div> <div><div>A</div><div><div>name: Donn Schaible</div><div>address: 4245 E. 46th Ave</div><div>city: Denver</div><div>state: Colorado</div><div>zip_code: 80216</div><div>phone: 720-941-8686</div><div>comment_topic: Property Impacts</div><div>comments: I represent the property owners of 4245 E. 46th Ave at the NE corner of I-70 and Colorado Blvd. This property is owned by Wright &amp; McGill Co., the makers of Eagle Claw fishing tackle. Our primary concern is that on the initial design of the project it is unclear whether the parking lot on the south side of our building would be impacted. More specifically, the southern most row of parking in this lot. This parking is specifically used for employees as well as visiting customers and vendors and is critical for the proper operation of our business. Can you please clarify as to whether under the current plans our parking will be impacted? Also,if the plans can be modified such so that our parking will not be affected, we would be very appreciative. Best Regards, Donn Schaible President Wright &amp; McGill Co.</div></div></div>			<div><div>A</div><div><div>The southernmost boundary of the property, including some of the parking spaces, are slightly impacted by the proposed improvements. The design will be advanced in the future to further identify the exact impacts. The project team will continue to coordinate with Wright &amp; McGill Co. during future phases of the project.</div><div>CDOT follows the Uniform Act for relocating the impacted residents and businesses. For information on property impacts, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div></div>





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Comments			Responses to Comments
Source: Submittal	Document Number: 002	Name: Adams County Economic Development, Inc	
<div>October 14, 2014</div> <div></div> <div>Mr. Don Hunt Colorado Department of Transportation 4201 E. Arkansas Ave Denver, CO 80222</div> <div>Dear Mr. Hunt:</div> <div><div>A</div><div>Adams County Economic Development, Inc. (ACED) supports CDOT’s preliminary preferred alternative for the I-70 East project – the Partial Covered Lowered Alternative with Managed Lanes Option.</div><div>ACED is a 501(c)(6) private, nonprofit economic development agency whose mission is to retain, attract and serve primary employers in Adams County. ACED’s Board of Directors voted to support the preliminary preferred alternative upon the unanimous recommendation of ACED’s Transportation Taskforce.</div><div>A small group of opponents of the proposed alignment is pushing for the reroute of I-70 to I-270 and I-76. ACED strongly opposes this plan. This group calls itself <i>Unite North Metro Denver</i>, but in reality there is no “North Metro” membership. No jurisdiction north of Denver supports the reroute in Adams County advocated by this group. The group claims a reroute will bring economic development to Adams County. As the economic developer for the entire county, ACED strongly disagrees with this assertion.</div><div>CDOT spent years studying more than 90 different alternatives, including the reroute proposal and ruled it out for several reasons. The proposed reroute would cost 2-3 times more than the preferred alternative with no funding source (this does not include the additional cost to rebuild 46<sup>th</sup> Avenue, which would be an expense for the City and County of Denver); add additional miles of traffic for drivers (up to 4 miles); need to be greatly expanded to accommodate the additional traffic (up to 50K cars per day); and, negatively impact Adams County residents and businesses located along the path of the reroute</div><div>ACED congratulates CDOT on developing a workable solution that not only improves I-70 on its existing alignment, but also presents an alternative the North Metro business community can support. We look forward to CDOT issuing an RFP and starting construction in 2016.</div><div>Sincerely,</div><div><div> Mike McGinnis Board Chair</div><div> Barry Gore President/CEO</div></div><div>12200 Pecos, Suite 100   Westminster CO 80234   303.453.8510   www.AdamsCountyED.com</div></div>			<div>A Comment noted.</div>

Comments			Responses to Comments
Source:	Submittal	Document Number: 682	Name: American Institute of Architects Denver and American Society of Landscape Architects
<div><div></div><p>October 31, 2014</p><div><div>A</div><p>The American Institute of Architects Denver Section (AIA Denver) Board of Directors and the American Society of Landscape Architects – Colorado Chapter (ASLA Colorado), respectfully submit the following comments on the Colorado Department of Transportation's (CDOT) I-70 East Supplemental Draft Environmental Impact Statement and Section 4(f) Evaluation (SDEIS).</p><p>Of the three current alternatives presented in the SDEIS, we believe that the Partial Cover Lowered Modified Option Alternative has the best potential to rebuild communities currently physically separated by I-70 between Brighton Boulevard and Colorado Boulevard. Simultaneously, this option resolves the transportation issues highlighted in the SDEIS. It is our opinion that in order to provide the optimal solution for the local community and users of the I-70 corridor, it is imperative that the I-70 East project become a community-building project, not just a highway improvement project.</p></div><div><div>B</div><p>The Partial Cover Lowered Modified Option Alternative provides opportunities for neighborhood connectivity and community placemaking while addressing community concerns of interstate-oriented traffic through their neighborhoods. Additionally, the project can become a catalyst for thoughtful economic development. Specifically, the following elements will contribute to this community building approach and reduce the cost (by shorter spans), which can be reinvested into the proposed second cover:</p><ol style="list-style-type: none"><li>1. The Clayton Street/Columbine Street cover at S wansea Elementary School will promote neighborhood cohesion and connectivity by making the cover park-integrated and accessible to the school and the community at large;</li><li>2. For the Modified Option St. Paul Street/Cook Street cover, the potential for providing a neighborhood center, neighborhood retail and community identity on the cover and adjacent CDOT land – as well as developing this eastern cover as a gateway for Denver visitors traveling on I-70-West – is an incredible opportunity that cannot go unclaimed; and</li><li>3. A full diamond interchange at Colorado Boulevard would provide an opportunity to reduce the overall width of I-70 and help reduce the potential adverse effects of traffic in these new community centers. (If required, a single, west-bound on-ramp at Vasquez Boulevard could be incorporated into the design in order to provide direct highway access.)</li></ol></div><div><div>C</div><p>However, the placement of the covers and the engineering associated with such an approach is only part of the solution for consideration of the project as an important community-building project. Paramount to the success of placemaking in communities is an acute attention to detail at the human scale: knowing that this alternative is still conceptual in design, we simply want to emphasize that the details of paths and places – what they connect and how they engage people – are what make these projects truly effective and memorable. As the technical details of the project move forward, we encourage CDOT to think beyond standard design and engineering solutions and look for those that provide a sense of thoughtful and context-sensitive design. Examples include:</p><ol style="list-style-type: none"><li>1. Designing the highway to be as narrow as possible in critical areas (e.g., reduce the width of shoulders from 12 feet to eight feet, where possible.);</li><li>2. Design covers at park locations with sufficient depth and capacity to support large, mature trees;</li><li>3. Design sustainable landscapes that will serve their communities for generations to come;</li></ol></div></div> <div><p>AIA Denver 303 E. 17th Ave., Ste. 110 Denver, CO 80203 303.446.2266 800.628.5598 Fax: 303.446.0066 www.aiacolorado.org</p></div>			<div><div>A</div><p>Comment noted.</p></div> <div><div>B</div><p>There are many benefits to the highway cover being proposed as part of the Preferred Alternative, many of which you have mentioned in your comment. For information on the Preferred Alternative highway cover, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>Project design does not preclude the potential for a second highway cover. For information on the possibility of a second highway cover, please see PA8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>A split-diamond interchange with slip ramps is being proposed at Colorado Boulevard to help limit the highway footprint, while maintaining accessibility. For information on the Colorado Boulevard and Steele Street/Vasquez Boulevard interchanges, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div> <div><div>C</div><ol style="list-style-type: none"><li>1. Highway design is always balanced with mobility and safety. Reducing shoulder widths also would reduce the safety of the roadway for the traveling public and emergency services. However, items such as reduced shoulder widths and less-than-full-standard geometries will be examined thoroughly into final design stages.</li><li>2. Comment noted.</li><li>3. Comment noted.</li><li>4. Lighting for the highway, bridges, and the surrounding streets will be consistent with city and state lighting guidelines.</li><li>5. Visual and aesthetic guidelines have been prepared for this project and are included as Attachment O, Aesthetic and Design Guidelines, to the Final EIS. These guidelines were developed to incorporate meaningful art for the community. Noise walls, streetscapes, murals, and highway elements—such as interchanges and bridges—are discussed as part of these guidelines.</li><li>6. Comment noted.</li></ol></div>

Comments			Responses to Comments
Source: Submittal	Document Number: 682	Name: American Institute of Architects Denver and American Society of Landscape Architects	
<div>C</div> <div>4. Design lighting systems that leverage the visibility of these projects for the State of Colorado and City and County of Denver, celebrating the covers and other special moments that occur along the corridor;</div> <div>5. Design sound walls that meet acoustic requirements, but also serve as backdrops to art and other aesthetic treatments;</div> <div>6. In general and as described above, attention to detail – particularly at the s cale of human interaction (e.g., landscaping, walking paths and bridges, sound walls, lighting systems, signage, retaining walls, guardrails, etc.) – will speak to the quality and thoughtfulness of this alternative.</div>			
<div>D</div> <div>The Partial Cover Lowered Modified Option Alternative is an optimal start at solving the issues put forth by CDOT and the City and County of Denver, but the ultimate success of the project must transcend the technical issues of efficiently moving traffic along I-70 and s trive for the k ind of placemaking and community-building that has been lacking in these communities for so long. The true success of this project will depend on how well the eventual selected alternative is seen as an asset to a community, not a hindrance to its growth and identity. We believe that it is the responsibility of CDOT and the C ity and County of Denver to work together during the development of the F inal EIS in order to maximize the positive effects the I-70 East expansion can have on the communities it touches. The American Institute of Architects Denver Section and th e American Society of Landscape Architects – Colorado Chapter stand ready to assist CDOT and the Cit y and County of Denver in any way we can to help with this important project that – if done well – will convey traffic and build communities.</div> <div>Sincerely,</div> <div></div> <div>Nanon Adair Anderson, FAIA AIA Denver 2014 President</div> <div>Carl Hole, AIA AIA Denver 2013 President</div> <div>Robb Berg, PLA ASLA Colorado 2014 President</div>			<div>D</div> <div>CDOT and Denver have been having regular coordination meetings and coordination will continue through design and construction.</div>



Comments			Responses to Comments
Source:	Submittal	Document Number: 756      Name: Bike Denver Board	
<p>Dear I-70 East EIS Team,</p> <p><b>A</b> After reviewing the SDEIS for CDOT’s plan to expand I-70, BikeDenver would like to express our concerns about the preferred alternative plan. We feel that CDOT needs to design a more multi-modal plan in order to reduce congestion and revitalize this corridor.</p> <p><b>B</b> While resolving congestion along I-70 has been stated as one of the primary goals of this project, empirical evidence has shown that highway expansion projects often result in induced demand. In an influential paper titled, “The Fundamental Law of Road Congestion: Evidence from US cities,” two economies offered evidence demonstrating that the more capacity a highway has, the more vehicles that travel on it. For example, after Los Angeles took 5 years to widen I-405 at a cost of over \$1 billion, it suffered from higher traffic volumes and more congestion. In Boston, the “Big Dig” cost an estimated \$24 billion and experienced a similar result. At the projected cost of \$1.8 billion, the I-70 expansion plan represents a significant investment for the state of Colorado and its taxpayers. Thus, we are concerned by the fact that CDOT used the DRCOG old travel demand model, Compass, rather than the new travel demand model, Focus, and used an old DRCOG future land use model .</p> <p><b>C</b> Focus would more accurately show that individuals are increasingly choosing to bike, walk, and use public transportation rather than drive a vehicle. Denver has been a national leader in this transition toward more active transportation habits. Between 2006 and 2011, the number of miles driven in Denver per capita decreased 10.6%, the 9<sup>th</sup> highest decrease in the nation; between 2005 and 2010 passenger miles on public transportation in Denver increased 13.5%. Furthermore, between 2000 and 2010 Denver boasted the 4<sup>th</sup> highest growth rate of individuals commuting to work by bicycle in the country. With active transportation commuter numbers expected to grow and with the expansion of our light rail system to include a line alongside I-70 starting in 2016, BikeDenver is concerned that the preferred alternative does not appropriately consider the needs of people traveling and recreating by bike, foot, or transit..</p> <p><b>D</b> CDOT ‘s 2012 “Statewide Bicycle and Pedestrian Plan” identified the myriad benefits of developing a comprehensive, progressive infrastructure plan which accommodates bicyclists and pedestrians. These infrastructure elements are not included in the I-70 preferred alternative. The populations in the neighborhoods of Elyria-Swansea, Globeville, Five Points and Northeast Park Hill are predominantly Hispanic and African-American. Between 2001-2009, the growth of total trips by bike in the United States increased a staggering 100% for African Americans and 50% for Hispanics. These numbers have an enormous potential for growth as 60% of people of color say that they would ride their bike more often if they had more bicycle facilities. Bicycle infrastructure is severely lacking in the I-70 expansion project. Incorporating bicycle infrastructure into the expansion plan would be incredibly valuable to reuniting and revitalizing the neighboring communities.</p> <p>Therefore, we are asking CDOT to honor the 2012 plan and State Statute 43-1-120 by adding additional bicycling infrastructure to the I-70 expansion plan. We would like to see bikeways included on roads providing north-south and east-west connectivity around the I-70 expansion. Specifically, we would like to see bikeways added on all roads that cross I-70 and along 46 Avenue. These roadways will</p>			<p><b>A</b> The purpose of the I-70 East project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. Providing multiple modes of transportation throughout the project corridor is important to CDOT to satisfy the need of the project. For information on the consideration of multi-modal forms of transportation, walkability, and bicycle routes, please see TRANS1 and TRANS 2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>B</b> Addressing congestion issues within the project corridor is one of the primary goals of the project, as stated in the projects purpose and need. For information on traffic models used for this project and why the Focus Model was not used to analyze traffic for this project, please see TRANS6 and TRANS7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>C</b> CDOT recognizes the changes in the driving trends across Denver. For information regarding consideration of changes in the driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Providing multiple modes of transportation throughout the project corridor is important to CDOT to satisfy the need of the project. For information on the consideration of multi-modal forms of transportation, walkability, and bicycle routes, please see TRANS1 and TRANS 2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>D</b> CDOT will coordinate with Denver on the final design of local streets impacted by the project (46th Avenue). For information on walkability and bicycle routes improvement, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

Comments			Responses to Comments
Source: Submittal	Document Number: 756	Name: Bike Denver Board	
<div><div>D</div><div>undoubtedly experience high volumes of motorized traffic which will make bike lanes essential to the safety of bicyclists.</div></div> <div><div>E</div><div>Colorado’s residents, tourists, and economy benefit greatly from being the sixth best state for bicycling in the nation (bikeleague.org) We are viewed as a state that promotes the interests of bicyclists and one that is forward thinking in its planning and development to encourage individuals to ride their bikes rather than drive. Please take this opportunity to ensure that this corridor addresses the needs of all modes of transportation. Thank you for your consideration.</div></div> <div>Sincerely,</div> <div>Alex Pankonin President, BikeDenver Board</div>			<div><div>E</div><div>Comment noted.</div></div>

Comments			Responses to Comments
Source: Submittal	Document Number: 755	Name: Chaffee Park Registered Neighborhood Association	
<p>From: John Rosendahl Sent: Friday, October 31, 2014 6:23 PM To: webmastercc@i-70east.com; contactus@i-70east.com Subject: Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>name: John Rosendahl address: 4976 Alcott city: Denver state: CO zip_code: 80221</p> <p>comment_topic: Air Quality,Environmental Justice,Financing,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary</p> <p>comments:</p> <p>Dear Colorado Department of Transportation,</p> <p>A Our organization, the Chaffee Park Registered Neighborhood Association, would like to officially state our opposition to CDOT's plan for expanding I-70 East of I-25, proposed in the built alternatives presented in the SDEIS,2014. Our neighborhood is sandwiched between two interstates; I-70 which goes directly through our residential corridor and I-76 which goes through an area relatively free of residential development. We believe that any future expansion of I-70 through this residential corridor will adversely impact property values and quality of life for all residents of Northwest Denver. As North Denver residents we want all of our surrounding neighborhoods to be prosperous with a high quality of life. This project will adversely affect air quality in the Globeville and Elyria-Swansea neighborhoods both during construction and due to increased traffic. The modeling of air quality in the SDEIS (Chapter 5.1) seems inaccurate to assert there are not to be air quality impacts, especially when children are so heavily impacted. There are two schools within A½ mile of the proposed expansion and we are unaware of any plan to move these two schools a safe distance from the air pollution. Additionally, the</p> <p>B Globeville and Elyria-Swansea neighborhoods were already affected by I-70 when it was originally placed there. This project will result in the loss of more residential housing, the displacement of long time residents, and the formation of an even wider barrier further isolating the residents who live north of I-70 from the rest of Denver. Another concern we have is that if the highway is widened East of us, there will eventually be more congestion West of the Highway which leads to more cars idling and worsens air quality in our neighborhood between the Pecos and Federal exits. Remington School where STRIVE middle is currently located, is right in this corridor without even a wall to protect them. CDOT's claims that some of the effects of this expansion will be mitigated are highly doubtable in light of the poor job that has been done maintaining existing infrastructure intended to mitigate I-70's ill effects. Some examples include; the lack of maintenance of the sound wall through the entire residential corridor between Colorado and Wadsworth, failure to clean potentially toxic bird droppings in overpasses, failure to mow and water right-aways resulting in dead trees and weeds, and perhaps most telling, allowing the ivy in Globeville to die on the sound wall intended to mitigate particulate pollution from the interstate. These failings indicate that CDOT has been and can be expected to remain a poor neighbor to North Denver residences. Additionally, we are concerned that this project will not be the last expansion of I-70. The creation of these additional lanes will result in additional traffic on I-70 which will result in a call to extend these lanes west of I-25.</p> <p>C</p> <p>D</p> <p>E</p> <p>F</p>			<p>A Comment noted.</p> <p>B CDOT investigated relocating the school, but residents of Elyria and Swansea neighborhood are in favor of the school staying at its current location with the Preferred Alternative. DPS also supports the Preferred Alternative and believes the existing impacts from I-70 and the proposed project impacts to the school will be alleviated by the proposed mitigation measures. The landscaped cover over I-70 is an unprecedented concept in the Denver region as it is the result of expensive collaboration between CDOT, local governments, and the residents of the community. For more information on relocating Swansea Elementary School, please see PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Garden Place Elementary School will not be impacted by the project and does not require mitigation.</p> <p>The air quality concerns have been adequately addressed in the Final EIS. For information on air quality in the project area, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>C All of the alternatives studied in the Final EIS will have residential housing impacts. CDOT recognizes the adverse effects property impacts can have to the community and will continue to work to minimize these impacts. For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>A purpose of the Preferred Alternative is to provide the corridor, with emphasis to I-70 and the surrounding neighborhoods, better connectivity to reduce isolation. The proposed highway cover is intended to provide a neighborhood connection over the widened highway. For information regarding the benefits of the highway cover and how the project will enhance connectivity, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>D At this time, CDOT has no plans to widen I-70, west of I-25. Recent traffic projections show only a four percent growth in travel along the portion of I-70 west of the I-25/I-70 interchange during the next 30 years. For more information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>E CDOT will hold the contractor responsible for maintenance of the facility for the duration of the contract, and the contractor will be required to adhere to maintenance performance standards or risk penalty. For any existing maintenance issues, please contact CDOT directly.</p> <p>F At this time, CDOT has no plans to widen I-70, west of I-25. Please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Since there is no reasonably foreseeable future project west of I-25, it is not included in the cumulative impacts analysis.</p>



Comments			Responses to Comments
Source: Submittal	Document Number: 755	Name: Chaffee Park Registered Neighborhood Association	
<div><div>F</div><div>G</div><div>H</div><div>I</div><div>J</div><div>K</div></div>	The lack of analysis for the cumulative effects for this reasonable anticipated future project is a substantial deficiency in the SDEIS (Section 5.2.10). We also question the models that were used to determine the future traffic needs this project is intended to address. The quantity of traffic was calculated by improperly applying a regional traffic model to provide an estimate for a specific road. Additionally, the model that was used has been abandoned by DRCOG in favor of newer more accurate models. This is a critical concern since recently the miles driven per person in the US has been falling steady. Building bigger highways is not our desired future, nor where we want our taxpayer dollars to go. Finally, while it is not directly relevant to the DSEIS, we are concerned about how this project will be funded. This will be one of the most expensive highway projects ever undertaken by Colorado and there are little Federal funds available to assist in financing the project. This is a significant burden for all of Colorado's taxpayers.		<div><div>G</div>Since the Supplemental Draft EIS was published, additional analyses and content review have been performed for many of the resources discussed in the Traffic Technical Report. These updates, along with changes resulting from the comments received on the Supplemental Draft EIS, have been incorporated into the Final EIS. For information on traffic modeling, please see TRANS5, TRANS6, TRANS7, and TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div> <div><div>H</div>This concern was adequately addressed in the Final EIS. For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div> <div><div>I</div>CDOT will maintain ownership of the highway at all times. Accountability to the public remains the same as it could for any other transportation project. For more information on public-private partnerships, please see FUND2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div> <div><div>J</div>More than 90 alternatives were considered during the EIS process including alternatives that realign and reroute I-70. For more information on alternatives that remove I-70 East from its current alignment, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div> <div><div>K</div>All alternatives considered will include some form of widening. The No-Action Alternative will require adding width to a new structure to meet current design and safety standards. For information on the No-Action Alternative please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>
	We find that the Public Private Partnership approach CDOT has used for US-36 expansion and the I-70 Twin Tunnels expansion to be especially problematic. Selling critical state infrastructure to private interests is both short-sighted fiscally, detrimental to the residents of Colorado, and questionable with regards to constitutional requirements to get taxpayer approval to issue public debt. It seems unfair to put all the pressure of future regional traffic in this corridor on the portion of I-70 that is surrounded by residential homes that are growing by the day (for instance the new Aria development, the TAXI development, new Habitat for Humanity homes). We support alternatives that add capacity in a non-residential route that will have a lesser, if not beneficial effect, on the citizens of North Denver in general and Chaffee Park in particular. We therefore are opposed to the widening of the highway in the I-70 East Corridor as proposed in 2 Built Alternatives (Revised Viaduct and Partially Covered Lowered Alternative). Although we understand the viaduct must be replaced, it does not need to mean that we widen the highway. It is our hope that CDOT can take a regional approach in expanding capacity that evens out the impact to the whole region instead of such a huge impact to North Denver.		<div>CDOT continues to look for ways to reduce the overall width of the highway while safely maintaining the necessary ten lanes. For information on the need to widen the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>

Comments			Responses to Comments
Source:	Submittal	Document Number: 469      Name: Clayton United	
<div><div><div>CLAYTON UNITED</div><div>Community Moving Forward</div></div><p>Sep 24, 2013 Mr. Don Hunt, Executive Director, Colorado Department of Transportation The Honorable Michael B. Hancock, Mayor, City and County of Denver</p><p>Re: I-70 Re-route Study</p><p>Dear Mayor Hancock and CDOT Executive Director Hunt:</p><p>Clayton United is one of two RNOs representing the Clayton neighborhood in Denver. Our mission is to bring neighbors together and create a place where new relationships can be built. We do this in service of creating a strong, connected and caring community in our small piece of Denver.</p><p>Clayton United recently heard from representatives of a group of concerned citizens about the planned rebuild of I-70 which raised questions as to whether or not a re-route of I-70 along the alignment of I-76 and I-270 has been fully studied as a possible alternative.</p><div><div>A</div><div><p>The membership voted to request that a I-70 re-route option along the I-76 and I-270 path be given a thorough study as part of an EIS or Supplemental EIS, and that a comprehensive Health Impact Assessment be conducted and its results considered in the final decision.</p><p>Although Clayton United has taken no position as to the best alternative for I-70, considerable ongoing community interest in fully exploring this reroute option should be acknowledged and appropriately considered.</p><p>Thank you for your consideration in this matter that is of great importance to the northern portion of Denver and to the metro region generally.</p><p>Respectfully,</p><p>John Riecke President, Clayton United</p></div></div></div>			<div><div>A</div><div><p>It has been determined that the I-270/I-76 Reroute Alternative is not reasonable; therefore, an additional Supplemental Draft EIS is not necessary. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>A Health Impact Assessment was published by DEH in September of 2014. This document is titled “How Neighborhood Planning Affects Health in Globeville and Elyria Swansea” and has been referenced in the Final EIS. For more information on a Health Impact Assessment, please see AQ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div>

Comments			Responses to Comments
Source: Submittal	Document Number: 622	Name: Clinica Tepeyac - Jim Garcia	
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div><div>From: "Jim Garcia"</div><div>Date: Fri, October 31, 2014 12:19 am</div><div>To: webmastercc@i-70east.com (more)</div><div>Priority: Normal</div></div> <div><div><div>A</div><div>B</div><div>C</div></div><div><div>name: Jim Garcia</div><div>address: 4725 High Street</div><div>city: Denver</div><div>state: CO</div><div>zip_code: 80216</div><div>phone: (720) 274-2941</div><div>comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Property Impacts,Swansea Elementary,Truck Traffic</div><div>comments: As the Executive Director of Clinica Tepeyac, a community health center with facilities in the Globeville and Elyria neighborhoods, I am deeply concerned about the short-term and long-term public health implications of the proposed I-70 East Corridor EIS Project. For decades, residents of the Globeville, Swansea and Elyria neighborhoods (as well as other adjoining neighborhoods) have been subjected to an inordinate amount of hazardous pollutants and physical barriers that have compromised their health and well-being. As a starting point, to mitigate some of these health risks, the footprint of the highway corridor through these neighborhoods should be condensed to no more than 200 ft. to reduce the health impact to the residents, especially young children. Additionally, I support the request for baseline data on air quality monitoring to document air quality before, during and after construction. Again, this ongoing monitoring is absolutely critical, especially for!</div><div>small children whose lungs are especially vulnerable to the ultra-fine pollutants that are known to be concentrated in this area. Residents of these impacted neighborhoods deserve the same quality of life as any resident of the state of Colorado, regardless of their socioeconomic status. To this end, CDOT needs to insure the connectivity of these three neighborhoods as part of a built environment that provides ample opportunities for healthy living in a safe environment.</div></div></div>			<div><div>A</div><div>The need for widening the highway has been adequately discussed in the Final EIS. For more information on the need to widen the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>B</div><div>Air quality will be monitored before, during, and after construction. For information on air quality and monitoring in the project area, please see AQ3 and AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>C</div><div>The Partial Cover Lowered Alternative was developed to reconnect the Elyria and Swansea Neighborhood by removing the viaduct and placing the highway below ground level with a cover that will include urban landscaping. For information on walkability and bicycle routes improvements and connectivity, please see TRANS2 and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>







Comments			Responses to Comments
Source: Submittal	Document Number: 726	Name: Clinica Tepeyac - Flossie O'Leary	
<div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 East EIS - SDEIS COMMENTS</div> <div><div>From: Flossie O'Leary</div><div>Date: Fri, October 31, 2014 2:36 pm</div><div>To: "contactus@i-70east.com" &lt;contactus@i-70east.com&gt;</div><div>Priority: Normal</div><div>Options:<a href="#">View Full Header</a>   <a href="#">View Printable Version</a>   <a href="#">Download this as a file</a>   <a href="#">Add to Address Book</a>   <a href="#">View Message details</a>   <a href="#">View as HTML</a></div></div> <div><div>A</div><div>As a member of the leadership team of Clínica Tepeyac, a safety net health clinic with locations in Globeville and Elyria, I appreciate the work that's been done to mitigate health concerns but believe the design as it is still poses health concerns. It would be healthier if through traffic was re-directed onto 270 as a business loop, which is common for many cities across the country and a more expedient way to get around a city. This would have allowed less loss of homes and kept the widening of the highway to a minimum. Although once the construction is complete, the burying of I-70 appears to offer less health hazards than the raised viaduct, the widening brings the highway too close to Swansea Elementary School.</div><div>B</div><div>If this is no longer an option, I strongly suggest a) keeping the widening to 8 lanes not 10, b) providing significant mitigation around the school, entire cover, and both sides of the cover (e.g. not just shrubs and fences but also trees and healthier barriers); and c) providing health services in walking distance from the school. The school and health facility should be equipped with air quality monitoring devices. And so that on high pollution days people who want to access the park on the cover have a safer option, I'd suggest a rec center in walking distance, possibly sharing space with the health services facility. Finally, ensuring design/build connectivity among the cover park, school, health/rec center, and other parks and light rail stations in the 3 GES neighborhoods, ensures that people use the cover in a healthy way but pass through it versus have it be the only destination with excessive time spent on it.</div><div>C</div><div></div><div>D</div></div>			<div><div>A</div><div>The I-270/I-76 Reroute Alternative does not meet the purpose and need of the project and is not a reasonable alternative. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>B</div><div>The need for widening the highway has been adequately discussed in the Final EIS. For more information on the need to widen the highway to 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>C</div><div>CDOT will provide mitigation for impacts of the project. For information on project mitigation measures, please see IMP1 and IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>Air quality will be monitored before, during, and after construction. This information will be made available to the public. For information on air quality and health in the project area, please see AQ3 and AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>CDOT will not be providing a health facility as part of this project.</div><div>D</div><div>CDOT will not be providing a health facility or additional recreation center as part of this project; there is already a recreation center in the neighborhood and the cover provides additional recreational opportunities.</div><div>The concerns regarding walkability and bicycle routes have been adequately addressed. For information on walkability and bicycle routes improvement, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>

Comments			Responses to Comments
Source: Submittal	Document Number: 727	Name: Clinica Tepeyac - Flossie O'Leary	
<div>Welcome: <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></div> <div>RE: Re: I-70 East EIS - SDEIS COMMENTS</div> <div><div>From: Flossie O'Leary</div><div>Date: Fri, October 31, 2014 2:41 pm</div><div>To: "contactus@i-70east.com" &lt;contactus@i-70east.com&gt;</div><div>Priority: Normal</div></div> <div><div>A</div><div>I'm sorry, I had one more thing to add. I think it's important to reduce the displacement of low-income residents. It's not just a matter of paying them for their homes, but they haven't lived anywhere else and know how to access services from this neighborhood. These neighbors have been avoided and underserved for decades. There will be a lot of development that comes to GES in the next 10years. I recommend CDOT and the City find a parcel of land and buy it to offer displaced residents access to living in the neighborhood, possibly partnering with Habitat for Humanity to build homes/townhomes. It's important to give those who have/will be displaced on option to remain in the community.</div><div>Thank you,</div></div>			<div><div>A</div><div>CDOT has continually looked for ways to reduce the impacts of the project. For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>CDOT has allocated mitigation funds to construct affordable housing within the Elyria and Swansea Neighborhood. For information on the replenishment of housing stock in the impacted neighborhood, please see PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>

Comments			Responses to Comments
Source: Submittal	Document Number: 551	Name: Colorado Latino Forum	
<div>Welcome: <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div><div>From: "Lisa Calderon - Colorado Latino Forum"</div><div>&lt;lisa.calderon@coloradolatinoforum.org&gt;</div><div>Date: Thu, October 30, 2014 7:26 am</div><div>To: webmastercc@i-70east.com (<a href="#">more</a>)</div></div> <div><div>email: <a href="mailto:lisa.calderon@coloradolatinoforum.org">lisa.calderon@coloradolatinoforum.org</a></div><div>name: Lisa Calderon - Colorado Latino Forum</div><div>address: 3424 Marion St.</div><div>city: Denver</div><div>state: CO</div><div>zip_code: 80205</div><div>phone:</div><div>comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Historic,Managed Lanes,Property Impacts</div><div>comments: It potentially violates Title VI of the Civil Rights Act Environmental Justice Standards requiring meaningful outreach to the community (including Spanish speakers) and testimonies by neighborhood residents, a requirement under federal law; It potentially violates President Clinton's 1994 Title VI Executive Order 12898 to collect and assess comprehensive data "to prevent minority communities and low-income communities from being subject to disproportionately high and adverse environmental effects;" It will triple the width of the highway (by the time all the exits lanes, service roads and extra barriers are built) without a compensation plan for displaced homes, schools and businesses; It does not require CDOT or its agents to be accountable to displaced persons and businesses; It leaves Latino communities vulnerable because it doesn't require any specified mitigation assurances for costs and environmental threats. The original I-70 took away 500 homes. This! expansion will claim at least 60-125 more; It does not require revenue sharing from toll roads a.k.a. managed lanes with poor and disproportionately impacted communities or minority and women owned businesses; It does not require that CDOT's managers reflect the diversity of the community, and therefore continues to perpetuate the legacy of decisionmakers who are not representative of economically disadvantaged or historically marginalized communities.</div></div>			<div><div>A</div><div>The Executive Summary of the Supplemental Draft EIS was translated into Spanish. In addition, CDOT opened a Project Office in the neighborhood staffed with translators in case anyone wanted additional sections translated. The Spanish version of the website is continually being improved. For more information on how CDOT involved the Spanish-speaking community in the decision making process, please see OUT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>Environmental Justice has been adequately addressed in the Final EIS. For information on Environmental Justice considerations, please see EJ1 through EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>



Comments			Responses to Comments																
Source: Submittal	Document Number: 140	Name: Colorado Motor Carriers Association - Art Ballah																	
<div><div></div><div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</div><div>Please submit comments to the address below or via the I-70 East website (<a href="http://www.i-70east.com">http://www.i-70east.com</a>) by October 31, 2014.</div></div><div><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: <u>9/24/2014</u> Would you like to be included on the I-70 East EIS mailing list? <input type="checkbox"/> Yes <input type="checkbox"/> No</p><p>Name (required): <u>ART BALLAH</u></p><p>Organization: <u>COLORADO MOTOR CARRIERS ASSOC. (CMCA)</u></p><p>Address (required): _____</p><p>City/State/Zip: _____</p><p>Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p><table><tr><td>Air quality</td><td>Environmental justice</td><td>Financing</td><td>Hazardous materials</td><td>Historic</td></tr><tr><td>Managed lanes</td><td>Noise</td><td>Property impacts</td><td>Swansea Elementary</td><td>Visual</td></tr><tr><td><u>Preliminary identified preferred alternative</u></td><td><u>Truck traffic</u></td><td>Other</td><td></td><td></td></tr></table><p>Please print your comment on the Supplemental Draft EIS legibly below.</p><div><div>A</div><div>CMCA SUPPORTS THE PARTIAL COVER LOWERED ALTERNATIVE. CMCA STRONGLY OPPOSES ANY REROUTE OR ELIMINATION OF STEELE/VASQUEZ BLVD.</div></div><div><div>B</div><div>CMCA CONCERNED WITH TRUCK MOVEMENT/ACCESS DURING CONSTRUCTION AND RECOMMEND NEEDED IMPROVEMENTS AT COLO. BLVD/I-270 INTERCHANGE</div></div><div><div> 9/24/2014</div><div>****CONTINUE ON BACK FOR MORE SPACE****</div></div><div><div>Please turn in this form in to a project team member or mail/email by October 14, 2014, to:</div><div>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></div><div></div></div></div></div>				Air quality	Environmental justice	Financing	Hazardous materials	Historic	Managed lanes	Noise	Property impacts	Swansea Elementary	Visual	<u>Preliminary identified preferred alternative</u>	<u>Truck traffic</u>	Other			<div><div>A</div><div>The Preferred Alternative includes a split diamond interchange concept with half of the ramps at the Steele Street/Vasquez Boulevard, and the other half at Colorado Boulevard. Improvements are being made to these interchanges to accommodate the projected traffic demand.</div></div> <div><div>B</div><div>I-70 will remain open during construction. CDOT will ensure access at all interchanges and provide adequate detours in case of any closures. For more information regarding I-70 traffic during construction, please see TRANS10 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>The I-270/Colorado Boulevard interchange is outside of the scope of this project.</div></div>
Air quality	Environmental justice	Financing	Hazardous materials	Historic															
Managed lanes	Noise	Property impacts	Swansea Elementary	Visual															
<u>Preliminary identified preferred alternative</u>	<u>Truck traffic</u>	Other																	

Comments			Responses to Comments
Source: Letter	Document Number: 849	Name: Colorado Motor Carriers Association - Gregory Fulton	
<div><p>October 22, 2014</p><p>I-70 East Project Team Colorado Department of Transportation</p><p><b>I-70 East Project</b> <b>CMCA comments on the Supplemental Draft EIS</b></p><p><b>Preferred Alternative:</b> CMCA supports the <b>Partial Cover Lowered Alternative, Basic Option with General Purpose Lanes</b>. CMCA supports this alternative because it: (1) is broadly supported by the public, the business community and local officials; (2) improves safety and mobility for all users of I-70; (3) meets the purpose, need, goals, and objectives identified for this project; (4) restores and enhances the community and the social environment; (5) provides essential access to I-70 at Vasquez Blvd. without the need for a roundabout.</p><p><b>Related comments:</b> Regardless of the alternative and options selected, it is essential mobility of commercial vehicles be maintained during the construction phase of this project. There is significant commercial and industrial activity in the area on both sides of I-70. North-south connectivity must be maintained for freight movements between and within these areas. CMCA is especially concerned with the shift of vehicles north to I-270 and its impact on local streets and intersections; specifically, the I-270/Colorado Blvd. interchange is grossly deficient at current traffic volumes. As a minimum, we request the following intersection improvements be made before construction begins on I-70 East: (1) Access from NB Colorado Blvd. to EB I-270. (2) Improve traffic flow from EB I-270 to EB 46<sup>th</sup> Avenue and access to the industrial area east of Colorado Blvd.</p><p><b>Background and basis for comments:</b> <b>Reroute Alternative.</b> CMCA is aware of continued efforts to reroute current elevated I-70 traffic to I-270/I-76. This alternative was eliminated in the I-70 PACT (in which CMCA was a member) because of the impact to local communities; additional miles traveled and related costs; the necessary widening of both I-76 and I-270 would likely not meet the needed capacity requirement. However, in CMCA's view, the fatal flaw in this proposal is the removal of east-west route redundancy for the metro area. A full closure of the common segment would halt all east-west traffic movement in the corridor. Commercial vehicles with no alternate route would be especially impacted. CMCA will continue to oppose this alternative.</p><p><b>Capacity improvements (purpose and need).</b> Recently, public officials that weren't part of the PACT process have questioned the need for additional capacity and have advocated a narrow footprint with reduced capacity for the project. The purpose and need statement of the EIS clearly addressed the need for additional capacity. Efficient movement of freight is vital to our economy. Freight costs are a factor in all stages of production (farm to market, extraction of raw materials, manufacturing, warehousing and distribution, retail). Increased cost of transportation has a "multiplier" impact on the cost of finished goods. Nationally, in 2013 the operational cost of congestion to the trucking industry was \$9.2 billion (see attached report from the American Transportation</p></div>			<div><p><b>A</b> Comment noted.</p><p><b>B</b> I-70 will remain open during construction. CDOT will ensure access at all interchanges and provide adequate detours in case of any closures. For more information regarding I-70 traffic during construction, please see TRANS10 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>The I-270/Colorado Boulevard and I-270/46th Avenue interchanges are outside of the scope of this project.</p><p><b>C</b> Comment noted.</p><p>The I-270/I-76 Reroute Alternative does not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p><b>D</b> Comment noted.</p></div>



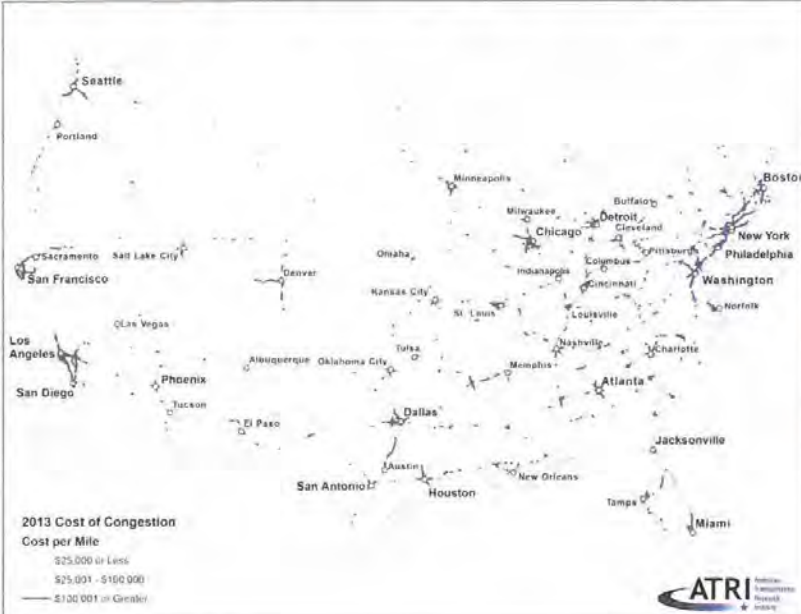
January 2016 S-15



Comments

Source: LetterDocument Number: 849Name: Colorado Motor Carriers Association

# 2013 Impacts of Congestion on Trucking




Congestion was concentrated in urban areas:

89% of the cost was focused on only 12% of the mileage

## Major metro areas contributed the most to congestion.

Rank	Metropolitan Area	2013 Cost
1	Los Angeles, CA	\$1,081,748,940
2	New York, NY	\$984,287,793
3	Chicago, IL	\$466,939,275
4	Dallas, TX	\$406,130,727
5	Washington, DC	\$379,356,852
6	Houston, TX	\$373,603,620
7	Philadelphia, PA	\$292,141,937
8	San Francisco, CA	\$288,629,957
9	Boston, MA	\$278,238,672
10	Atlanta, GA	\$275,126,523

Request the full report online at [atri-online.org](http://atri-online.org) or contact ATRI at [ATRI@trucking.org](mailto:ATRI@trucking.org) for more information. The American Transportation Research Institute (ATRI) is the trucking industry's 501(c)3 not-for-profit research organization. Note: analysis pertains only to weekday congestion on Interstate highways.



Comments

Source: LetterDocument Number: 849Name: Colorado Motor Carriers Association

# 2013 Impacts of Congestion on Trucking

\$9.209 billion in added operational costs

141 million hours of lost productivity

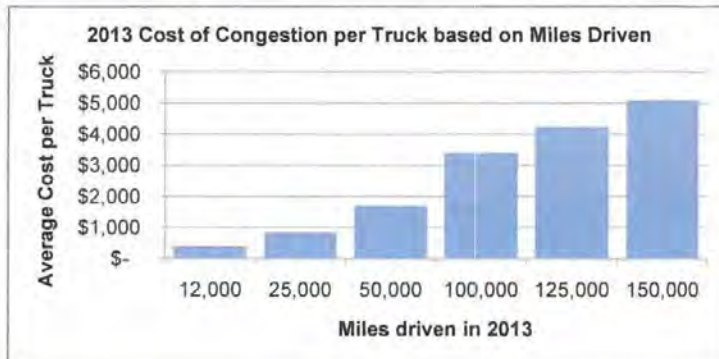
51,293 truck drivers sitting idle for a working year

Average per-truck costs by 2013 miles traveled:

\$408 for 12,000 miles

\$3,396 for 100,000 miles

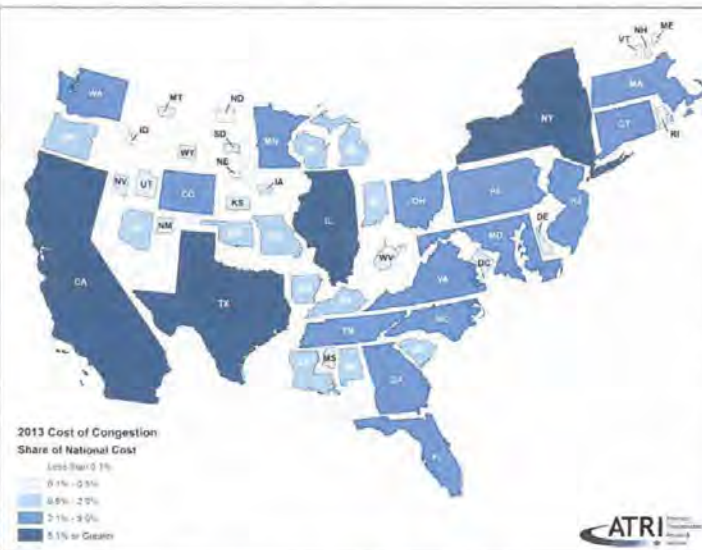
\$5,094 for 150,000 miles



2013 Cost of Congestion per Truck based on Miles Driven

Miles driven in 2013	Average Cost per Truck
12,000	\$408
25,000	\$840
50,000	\$1,680
100,000	\$3,396
125,000	\$4,245
150,000	\$5,094

On average, congestion added \$864 in costs per truck if spread across the 10.7 million registered trucks nationally.




2013 Cost of Congestion by State

Rank	State	2013 Cost
1	California	\$1,706,026,586
2	Texas	\$1,053,129,673
3	New York	\$845,521,677
4	Illinois	\$498,022,538
5	Pennsylvania	\$421,508,565
6	Virginia	\$330,400,920
7	Maryland	\$315,461,693
8	Georgia	\$304,113,197
9	Massachusetts	\$303,355,238
10	Florida	\$256,075,805


California and Texas each totaled over \$1B in costs


Request the full report online at [atri-online.org](http://atri-online.org) or contact ATRI at [ATRI@trucking.org](mailto:ATRI@trucking.org) for more information. The American Transportation Research Institute (ATRI) is the trucking industry's 501(c)3 not-for-profit research organization. Note: analysis pertains only to weekday congestion on Interstate highways.




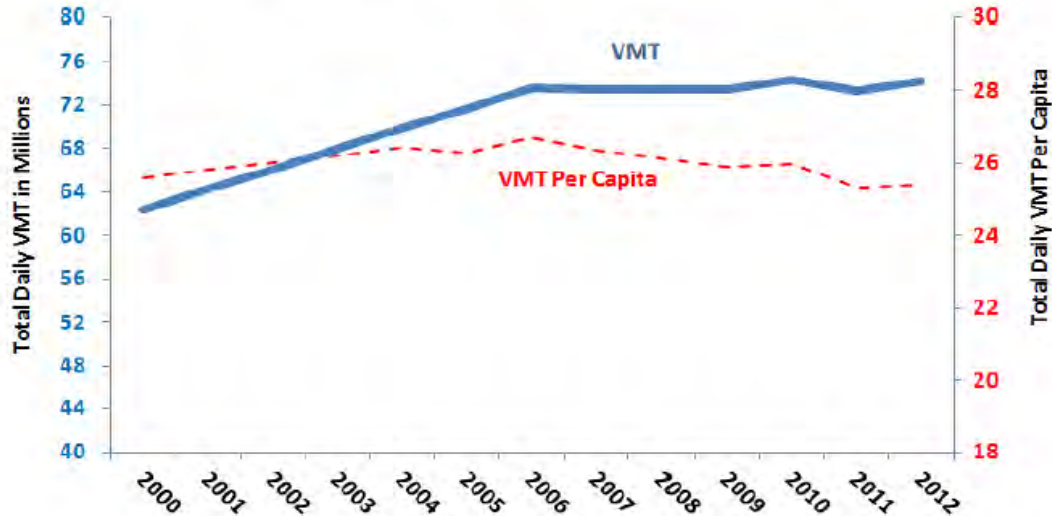
These pages were included as an attachment to the comment and have been reviewed.




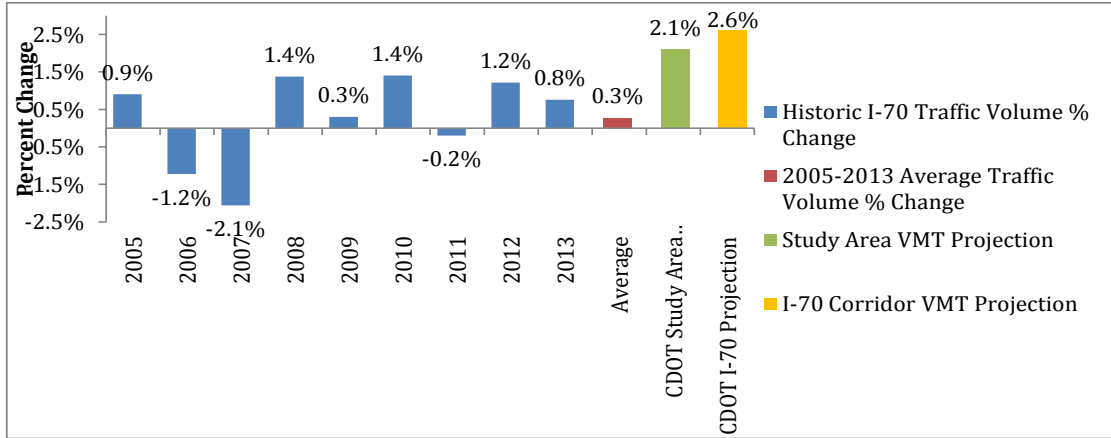
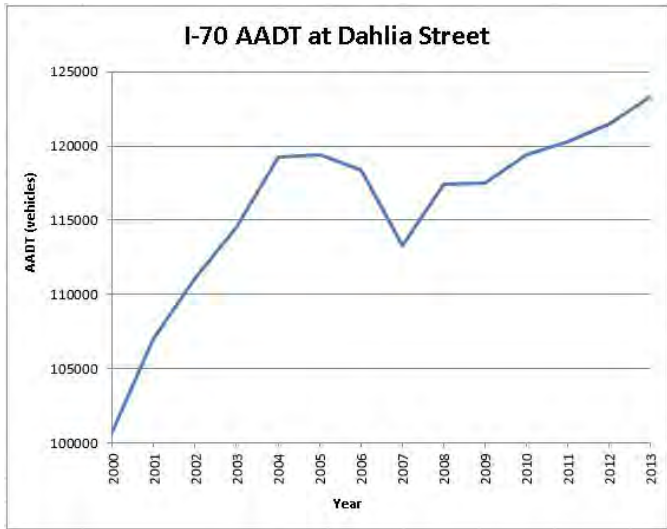
Comments			Responses to Comments
Source: Submittal	Document Number: 729	Name: Conservation Colorado and Southwest Energy Efficiency Project	
<div><div></div><div><div>SOUTHWEST ENERGY EFFICIENCY PROJECT</div><div><i>Saving Money and Protecting the Environment Through More Efficient Energy Use</i></div></div></div> <div><div>Comments on the I-70 East SDEIS, Submitted on Behalf of Conservation Colorado and the Southwest Energy Efficiency Project</div><div>October 31, 2014</div></div> <div><p>We would like to submit the following comments, on behalf of Conservation Colorado and the Southwest Energy Efficiency Project.</p><p>We are not opposed to the concept of lowering and partially covering the highway in order to reduce impacts on the adjacent neighborhood. We also strongly support the use of managed lanes as a mechanism to manage congestion over the long term. This is a far better approach than simply adding additional “free” capacity.</p><p>However, there are several issues that we would like to comment on. What follows is a brief summary; each issue is then explained in more detail.</p><p><b>Summary of Concerns</b></p><div><div>A</div><div>1) First, we are concerned with the size of the proposed highway expansion. The SDEIS appears to assume that both per capita and total traffic will grow significantly faster in the future than it has for the last 10 years. If current traffic trends continue the proposed expansion from 6 lanes to 10 lanes over much of the corridor may not be needed. The traffic projections do not appear to take into account recent trends towards Coloradan’s owning fewer cars, expanding their use of transit, and driving less. Since impacts on the surrounding neighborhood could be reduced by making the project narrower, and costs could be reduced, we believe that it would be problematic to build a wider roadway than is needed.</div><div>B</div><div>2) Second, we are concerned that there appears to have been no analysis of options that add fewer lanes. In addition, it appears that most of the benefit from the project is due to the use of tolling to manage congestion, rather than due to the addition of lanes. We would like to request that the analysis consider adding only 1 additional managed lane in each direction, and examine options with no additional lanes that instead convert one or more existing lanes to managed lanes.</div><div>C</div><div>3) Third, we are concerned by the absence of any analysis of the potential for bus rapid transit (BRT) in the managed lanes. The discussion of managed lanes on page 3-46 in the Summary of Project Alternatives states that managed lanes will promote use of RTD buses. However, the SDEIS does not seem to contemplate any addition of either express bus or BRT service. BRT service requires not only access to the managed lanes, but appropriate stations, and appropriate treatments to allow access to those stations. We would request that this be analyzed in the FEIS. One reason for this is equity – while managed lanes have great value from a transportation perspective, they are primarily used by higher income travelers. Including BRT in the managed lanes brings benefits to travelers with a much broader range of incomes.</div></div><div>2334 Broadway, Suite A • Boulder, CO 80304 • tel: 303.447.0078 • fax: 303.447.0158 • www.swenergy.org</div></div>			<div><div>A</div><div>The need to expand the highway to accommodate future traffic demand has been adequately discussed in the Final EIS. For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>The concerns regarding the traffic forecasting model and changes in driving patterns have been adequately addressed in the Final EIS. For more information please see TRANS5 and TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>B</div><div>Future forecasts show that congestion will worsen over time as population continues to grow, and that the highway will be congested for longer periods of the day. The additional lanes currently proposed (two total in each direction) are necessary to improve operations and assure a safe highway for the traveling public. Converting general-purpose lanes to managed lanes is not allowed in Colorado, and FHWA currently only allows for the conversion of HOV lanes to managed lanes; therefore, conversion would be very complicated on I-70.</div><div>The need for widening the highway has been adequately discussed in the Final EIS. For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>C</div><div>RTD’s East Corridor EIS analyzed four alternatives that contained BRT on various east-west routes through Denver, but ultimately chose commuter rail instead. The commuter rail line is planned to be opened in 2016. The rail line is generally parallel to I-70 between Brighton Boulevard and the Denver International Airport, with several stations located along the alignment on the rail corridor near Smith Road. Because of its proximity to I-70, the rail line will provide high-quality rapid transit service to enhance east-west mobility. To add BRT service on I-70 would duplicate the rail service RTD will be providing with commuter rail. Information on the East Corridor EIS alternatives can be found at RTD’s website <a href="http://rtd-fastracks.com/ec_34">http://rtd-fastracks.com/ec_34</a>. For information on considerations of multi-modal forms of transportation in the project area, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>

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This is a specious comparison – by this logic, no actions below a global climate agreement would be significant. This flies in the face of the multiple steps the federal government is taking to reduce emissions. Within the DRCOG region, the adopted 2035 Metro Vision regional plan calls for a 60% reduction in transportation sector GHG emissions by 2035; we would suggest that the emissions from this project be analyzed to see whether they meet the regional targets.</div></div><div><div>F</div><div><div>1) <b>We are concerned that the proposed highway expansion is larger than is needed</b></div><div>The SDEIS forecasts that between 2012 and 2035, Vehicle Miles Travelled (VMT) for the study area will grow from 15,243,000 to 25,026,000, an increase of 64%.<sup>1</sup> It also projects that, for the Preferred Alternative (PA), VMT on the I-70 East corridor will grow from 1,586,000 to 2,935,000, an increase of 85%. Over the same period of time, the study area’s population is expected to grow 41% and employment is expected to grow 59%.<sup>2</sup></div><div>These projections of VMT growing at a faster rate than population are inconsistent with regional trends since 2006. The figure below (from DRCOG’s 2012 Annual Report on Traffic Congestion in the Denver Region<sup>3</sup>) shows that VMT per capita has actually been falling in the region since 2006. At the state level, annual VMT per capita has fallen from a high of 10,123 in 2005 to 9,016 in 2012, an eleven percent decline. This decline in VMT per capita means that even as the region and state have added hundreds of thousands of new residents, total regional and state VMT has remained relatively flat. The DRCOG report notes that “2012 marks the sixth straight year of a relatively flat level of VMT, the longest period of non-growth in VMT since the invention of the automobile.” The aggressive growth in VMT projected in the SDEIS cannot be attributed to more aggressive population and employment growth in the study area. DRCOG’s 2035 Metro Vision Regional Transportation Plan forecasts growth rates of 48% for population and 63% for employment for the region between 2010 and 2035<sup>4</sup>, so study area growth rates are slightly <u>lower</u> than the regional average. The SDEIS assumes that neither the current VMT nor VMT per capita trends continues and that VMT growth follows its pre-2006 pattern.</div></div><div><div><sup>1</sup> This is based on the Partial Covered Lower Alternative with Managed Lanes, Modified Option. VMT details come from the Traffic Technical Report, Attachment E, Sections 3.4.1 and 6.4.1.</div><div><sup>2</sup> SDEIS Executive Summary</div><div><sup>3</sup> DRCOG. 2013. Annual Report on Traffic Congestion in the Denver Region. <a href="https://drcog.org/node/178">https://drcog.org/node/178</a></div><div><sup>4</sup> DRCOG 2035 Metro Vision Regional Transportation Plan. <a href="https://drcog.org/programs/transportation-planning/regional-transportation-plan">https://drcog.org/programs/transportation-planning/regional-transportation-plan</a></div></div><div>2334 Broadway, Suite A • Boulder, CO 80304 • tel: 303.447.0078 • fax: 303.447.0158 • <a href="http://www.swenergy.org">www.swenergy.org</a></div></div></div><div><div><div>D</div><div>The Supplemental Draft EIS and Final EIS are fully compliant with the requirements of NEPA, the Clean Air Act, 23 U.S.C. Sec. 109(h) and other provisions, and have adequately addressed environmental health issues and air quality impacts, which are considered in Section 5.20, Human Health Conditions, of the Final EIS and the Air Quality Technical Report. For information on air quality and health, please see AQ2 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div><div><div>E</div><div>Greenhouse gas emissions have been adequately addressed in the Final EIS. Section 8.1 of Attachment J, Air Quality Technical Report, describes mitigation measures CDOT will undertake to help reduce emissions. The I-70 East project must be included in the DRCOG 2035 Metro Vision Plan in order to meet federal air quality conformity rules. It is not expected to delay the region from meeting its greenhouse gas reduction goals. Discussions on greenhouse gases are included in the Section 5.10, Air Quality in the Final EIS.</div></div><div><div>F</div><div><div>The I-70 East EIS has used a process for projecting future traffic volumes that is based upon industry standards for completing transportation planning and engineering projects. The process used for this project has remained the same through the development of the Draft EIS the subsequent Supplemental Draft EIS, and the Final EIS. The process used to develop future traffic projections, both volumes and the associated measures of effectiveness such as vehicle miles traveled, are based on Federal requirements for completing NEPA studies. For a complete description of the methodology used for I-70 East, see Attachment E, Traffic Technical Report, to both the Supplemental Draft EIS and Final EIS.</div><div>It should be noted that subsequent to the submission of the Supplemental Draft EIS, the project team began work on the Final EIS. As part of the analysis for the Final EIS, the project team obtained the 2035 COMPASS 5.0 TDM, which included the 2013 Cycle 2 updates, which was the absolute latest adopted TDM at the time the Final EIS analysis began. Models and the projects included in them are updated roughly twice a year, and waiting for the next version would cause unneeded delays. DRCOG adopted the 2040 FOCUS TDM in the months after the Final EIS modeling began.</div><div>DRCOG began the development of a new 2040 FOCUS TDM between 2010 and 2012, but the model was only in the development phase and was not yet approved or adopted for use on regional projects at the time the Final EIS traffic analysis began. The 2040 FOCUS model was not approved and adopted until early 2015, which was well after the completion of the Supplemental Draft EIS analysis and submittal of the Supplemental Draft EIS documentation. It is worth noting that both the 2035 COMPASS and 2040 FOCUS models were developed based on the same pre-2000 household survey data, meaning the variations in driver behavior will be very small between the two models. In addition, the 2040 FOCUS model includes more up to date socio-economic growth predictions. The newest models are still predicting growth, just not as high as previous models have shown. The project team, in coordination with FHWA, completed a sensitivity analysis using the 2040 traffic projections and found that the demand levels coming out of the 2040 TDM are lower than, but similar to the 2035 TDM volumes and would not result in the need for fewer lanes on I-70. This sensitivity analysis is available in Attachment E of the Final EIS, Traffic Technical Report.</div></div><div>Responses continue on the following page.</div></div></div></div> <div data-bbox="139 1913 192 1943" data-label="Page-Footer"><p>S-18</p></div> <div data-bbox="2818 1913 2968 1943" data-label="Page-Footer"><p>January 2016</p></div>


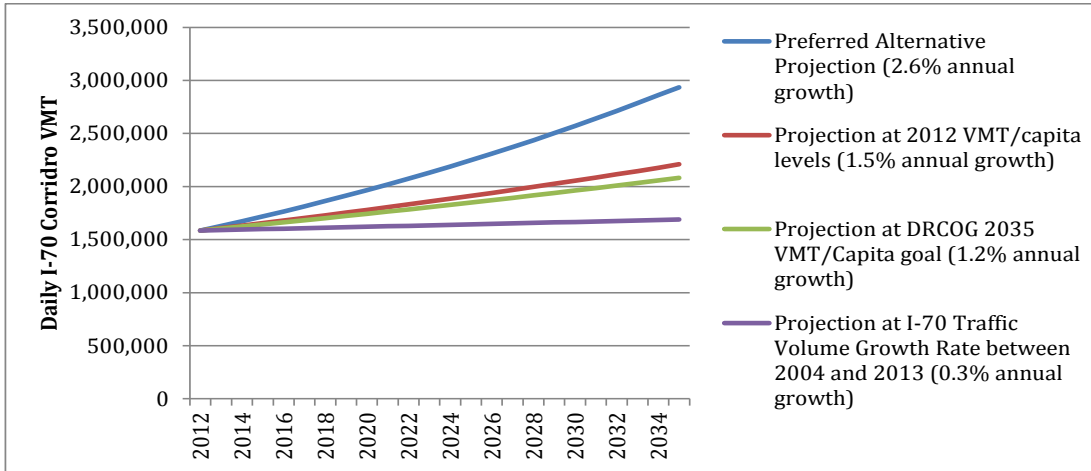
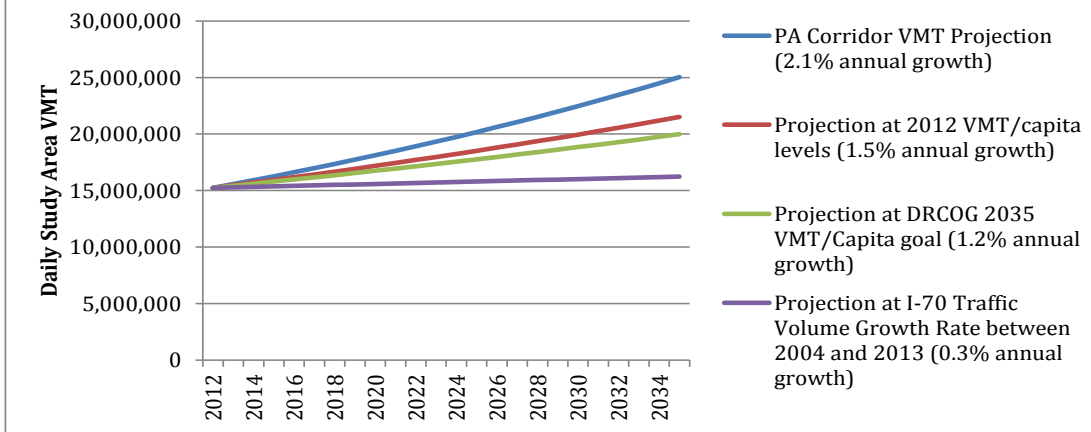




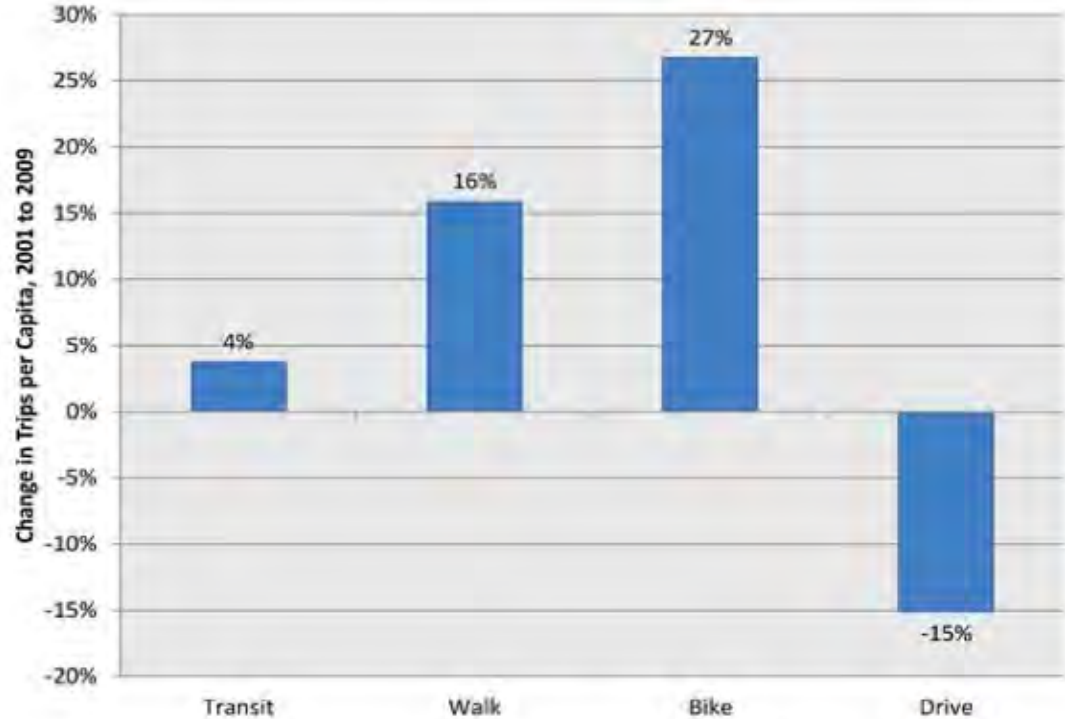
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<div><div><div></div><div><div>SOUTHWEST ENERGY EFFICIENCY PROJECT</div><div><i>Saving Money and Protecting the Environment Through More Efficient Energy Use</i></div></div></div><div><p>Figure 1. Denver Region Weekday VMT (2001-2012)</p><p>Figure 1 – Denver Region Weekday VMT (2001-2012)</p><table><tr><th colspan="2">Table 1. Historical Average VMT Growth Rates Compared to SDEIS Projections</th></tr><tr><th></th><th>Average Percent Change</th></tr><tr><td>Statewide VMT Growth Rate (2004-2012)<sup>5</sup></td><td>0.28%</td></tr><tr><td>SDEIS VMT Study Area Projection (2012-2035)</td><td>2.1%</td></tr><tr><td>SDEIS VMT I-70 Corridor Projection (2012-2035)</td><td>2.6%<sup>6</sup></td></tr></table><div><p>For another comparison, SWEEP examined the three continuous traffic counters set up in or near the study's corridor to better understand traffic volume trends in the area. There are three continuous counters located in or near the study area on I-70 at Sheridan Blvd, Colorado Blvd and east of E-470. While traffic</p><div><p><sup>5</sup> The statewide numbers come from the FHWA's Highway Statistics Series, Table VM-2. <a href="http://www.fhwa.dot.gov/policyinformation/statistics.cfm">http://www.fhwa.dot.gov/policyinformation/statistics.cfm</a>.</p><p><sup>6</sup> The 2.72% growth rate was arrived at by taking the base year VMT, 1,586,000 and determining what rate of annual growth would be necessary to meet the projected 2035 VMT of 2,935,000 in the Preferred Alternative.</p></div></div><div>2334 Broadway, Suite A • Boulder, CO 80304 • tel: 303.447.0078 • fax: 303.447.0158 • <a href="http://www.swenergy.org">www.swenergy.org</a></div></div></div>				Table 1. Historical Average VMT Growth Rates Compared to SDEIS Projections			Average Percent Change	Statewide VMT Growth Rate (2004-2012) <sup>5</sup>	0.28%	SDEIS VMT Study Area Projection (2012-2035)	2.1%	SDEIS VMT I-70 Corridor Projection (2012-2035)	2.6% <sup>6</sup>	<div><div>F</div><div>Cont'd</div></div> <p>All future projecting procedures contain uncertainties that can have an impact on the actual traffic volume that will be experienced in the analysis horizon years. Some of the uncertainties that can impact future traffic projects include, but are not limited to:</p> <ul style="list-style-type: none"><li>• Price of gasoline – As the price goes up the historic trend is for the number of trips and miles driven to go down. Projecting the future of gasoline prices is complex and can be influenced by many factors that cannot be accurately accounted for even within the very near future let alone over a 30 year planning horizon.</li><li>• Advancements in technology, such as connected or automated vehicles – Although this technology is at the forefront of research at this time, the impact on future traffic volumes is unknown at this time. Whether this type of technology will result in fewer trips or lower miles driven or will result in increases in the same parameters is being debated by industry experts. A large unknown is how long it will take to get a large enough market penetration of the new technology, much of which will depend on the economic feasibility and affordability, in order to have a significant enough impact on traffic volumes or miles driven. CDOT is committed to providing technological solutions to transform an aging transportation system and improve safety through its RoadX Program (<a href="https://www.codot.gov/programs/roadx">https://www.codot.gov/programs/roadx</a>). However, it would not be prudent to design infrastructure now when there is still a great deal of uncertainty around the timing and exact nature of the assumed safety improvements that will come with advanced technology.</li><li>• Land use assumptions – A large part of projecting future traffic levels depends on the accuracy of the information being provided by the local agencies regarding planned development and land use changes within the regional planning area. This can change on a day to day basis, depending on the economy and demand for services. A single change in land use can result in significant changes in traffic patterns and volumes. There is no way to accurately project the types of changes in land use that may occur over a short or long range along any corridor, including the I-70 East project area.</li><li>• Population – Another key factor in estimating the future traffic growth is population. There are no accurate ways to project population trends. Unexpected spikes in population growth, such as the baby boomer era, may occur at any time and the duration of these spikes is unknown.</li></ul> <p>Because there are so many uncertainties that can have a significant impact on the projection of future traffic volume and miles driven, the I-70 East project team has relied upon the industry standard and accepted procedures for projecting the 2035 traffic volumes for the entire EIS project.</p> <p>There is a large debate regarding the annual vehicle miles traveled (VMT) trends across the nation, within Colorado, and even along the I-70 East corridor. Per the U.S. Public Interest Research Groups and Frontier Group study, Millennials in Motion: Changing Travel Habits of Young Americans and the Implications for Public Policy (2014), the economic downturn that occurred in recent years (2006-2010) certainly resulted in a downturn in annual VMT. However, applying the logic that the trend of this short period of time will continue as the new established long range trend is near-sighted and one that should be carefully considered when determining the need for transportation improvements. Recent data from the past 2 to 3 years suggests that VMT is beginning to trend upward and in some cases is trending upward at a rate that is near or above the pre-economic downturn annual increases.</p> <p><i>Responses continue on the following page.</i></p>
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<div>This side intentionally left blank.</div>			<div><div>F</div><div>On a national level, FHWA produced the Traffic Volumes Trends (June 2015) brief that indicates the national VMT between 2014 and 2015 increased by 3.9% and in the western states, including Colorado, the increase was 5.7%. Meanwhile, travel on urban interstates nationally, such as I-70 East, showed an increase of 4.1% in VMT in the same time period. In Colorado, urban roadways experienced a VMT increase of 8.7%, which was the second highest increase of the 50 states. Although these values represent a short term (1-year) trend, FHWA has documented a trend of upward increasing VMT since about 2011, with the rate of increase becoming larger and larger each year through 2015. These growth rates exceed the projected rates used in the I-70 East EIS analysis.</div></div> <div><p>CDOT does maintain a Statewide Plan, which projects VMT trends across the entire state. However, the methodology used to determine this VMT trend is an over-simplified process of using traffic counts on existing highways and historic growth rates to then project future years. This time series forecasting methodology is of the simplest form of modeling, as CDOT currently does not have a statewide planning model. CDOT is currently in the process of developing a statewide model that will be used in the development of future Statewide Plans which will be a process that is more consistent with the DRCOG procedure for projecting future traffic trends, but currently this is unavailable. It is very important to understand the CDOT Statewide Plan is exactly that: a Statewide Plan, which takes into account all counties, cities, and regions of the state into a single VMT trend. Application of statewide VMT assumptions to localized projects is not an industry accepted process or recommended standard procedure.</p><p>Across Colorado there are regions that are experiencing exceptionally high growth rates and the application of this statewide VMT trend to evaluate transportation projects in these regions would result in a significant underestimate of the future traffic demands and the degree of roadway improvements that may be necessary. On the other hand, there are regions in Colorado that are experiencing a decrease in population and VMT, and the application of the statewide VMT trend to this region may overestimate the future traffic demand and the level of improvements that are needed. CDOT acknowledges that it defers to the regional planning agency, if one exists, when doing localized project specific forecasting; in the case of I-70 East, it is DRCOG and its TDM. The I-70 East project team followed this standard practice of CDOT by using the adopted TDM from DRCOG to fully analyze the project specific I-70 East corridor.</p><p>On the I-70 corridor within the study area, traffic trends can be shown that are following the recent FHWA findings. CDOT has a count station that is between Colorado Boulevard and Dahlia Street. Average annual daily traffic (AADT) data from this count location was obtained for the years of 2000 to 2013 and are show in the figure below. The data shows that pre-economic downturn (2000 to 2004) traffic was growing at a fairly consistent rate of about 4.6% annually. During the downturn and recovery period (2005 to 2009), the traffic actually declined at an annual rate of about 0.4%. Beginning in 2010 the trend has been for traffic to increase at an annual rate of about 1.1% annually through 2013. This pattern is very similar to the national trend shown by FHWA (2% between 2000 and 2004, -0.25% between 2005 and 2009, and 0.40% between 2010 and 2013). Across the entire time period (2000 to 2013) the annual growth rate on I-70 is approximately 1.75%, and is trending upward back toward an annual rate that is approaching the pre-downturn trend (1.0% for FHWA data), which is shown to be occurring in the recent FHWA data (2.2% annual increase since 2013).</p><p><i>Responses continue on the following page.</i></p></div>

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<div><div><div></div><div><div>SOUTHWEST ENERGY EFFICIENCY PROJECT</div><div><i>Saving Money and Protecting the Environment Through More Efficient Energy Use</i></div></div></div><div><p>count data exists prior to 2004, there are significant gaps in the data in 2002 and 2003 for two of the counters so 2004 was used as a starting point.</p><p>Table 2. Growth in Traffic Volume at Continuous Traffic Counter Stations In or Near Study Corridor</p><table><tr><th></th><th>Average Growth in Traffic Volumes 2004-2013<sup>7</sup></th></tr><tr><td>Sheridan Blvd</td><td>0.33%</td></tr><tr><td>Colorado Blvd</td><td>-0.04%</td></tr><tr><td>East of E-470</td><td>1.65%</td></tr><tr><td>Weighted Average</td><td>0.28%</td></tr></table><p>Figure 2 shows the weighted average of the annual percent change of the three continuous traffic counters between 2005 and 2013. The average VMT growth projection that the SDEIS makes for the PA is significantly higher than the growth in traffic volumes experienced in any single year in the corridor over the last nine years and an order of magnitude higher than the average growth over these years.<sup>8</sup> This average may in fact overstate growth as the only continuous counter located in the study area at Colorado Blvd has experienced a slight decline in traffic volumes between 2005 and 2013.</p><p>Figure 2. Historic Traffic Volumes Compared to Future VMT Projections for the I-70 East Corridor</p><p>Projecting forward, the aggressive VMT growth rates assumed by the SDEIS leads to the conclusion that by 2035 there will be significantly higher levels of VMT on the I-70 East corridor and in the study area than seen today. However, if the projections were made using recent travel trends there would be much lower 2035 VMT in the area. Figures 3 and 4 show just how large the difference is for both projected I-70 VMT and projected study area VMT.</p><div><p><sup>7</sup> CDOT, OTIS <a href="http://dtdapps.coloradodot.info/otis/">http://dtdapps.coloradodot.info/otis/</a></p><p><sup>8</sup> Since traffic volumes and VMT are not directly comparable we have converted both to annual percent change which gives an idea of the rate of growth of travel demand.</p></div><p>2334 Broadway, Suite A • Boulder, CO 80304 • tel: 303.447.0078 • fax: 303.447.0158 • <a href="http://www.swenergy.org">www.swenergy.org</a></p></div><div><div><div><b>F</b></div><div>Finally, the use of traffic models to project future traffic volumes are only a single tool that is used in the decision making process for projects such as the I-70 East EIS. The tools have recognized limitations and uncertainties, but at the current time they provide the project team with the best method for developing future traffic volumes to perform the necessary analyses. The results of the analyses can then help in the decision making process, which involves many other input mechanisms including the public, elected officials, and industry leaders. The use of traffic projections from the models do not replace the decision making process, but are used to provide information and guide the decisions makers in their process, just as was done in the I-70 East EIS process.</div></div><div></div></div></div>					Average Growth in Traffic Volumes 2004-2013 <sup>7</sup>	Sheridan Blvd	0.33%	Colorado Blvd	-0.04%	East of E-470	1.65%	Weighted Average	0.28%
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<div><div><div><div>SOUTHWEST ENERGY EFFICIENCY PROJECT</div><div><i>Saving Money and Protecting the Environment Through More Efficient Energy Use</i></div></div></div><div><div><div>Figure 3. Projections for I-70 Corridor VMT</div></div><div><div><div>Figure 4. Projections for Study Area VMT</div></div></div><div><p>Table 3 compares the VMT projections in the PA to the additional VMT growth scenarios that are more consistent with recent changes in VMT growth. Even if VMT/capita remains flat between 2012 and 2035, rather than continuing to decline, there would be 725,000 fewer daily VMT on the corridor compared to the</p><p>2334 Broadway, Suite A • Boulder, CO 80304 • tel: 303.447.0078 • fax: 303.447.0158 • <a href="http://www.swenergy.org">www.swenergy.org</a></p></div></div></div>			<div><div><div><div>SOUTHWEST ENERGY EFFICIENCY PROJECT</div><div><i>Saving Money and Protecting the Environment Through More Efficient Energy Use</i></div></div></div><div><p>PA. To put that in perspective, under the PA, there are expected to be 482,000 daily VMT on the four new managed lanes.</p><div><div>F</div><div><p>The information on these pages has been reviewed. Responses to specific comments are included on the previous pages.</p></div></div><div><div><div>Table 3. Comparison of PA Projections with SWEEP Sensitivity Analysis</div><table><tr><th></th><th>2035 Projected Corridor VMT</th><th>VMT Reduction Compared to PA</th><th>2035 Projected Study Area VMT</th><th>VMT Reduction Compared to PA</th></tr><tr><td>SDEIS Projection (PA)</td><td>2,935,000</td><td>-</td><td>25,026,000</td><td>-</td></tr><tr><td>Projection at 2012 VMT/Capita levels</td><td>2,210,000</td><td>725,000</td><td>21,500,000</td><td>3,526,000</td></tr><tr><td>Projection at 2035 DRCOG VMT/Capita goal</td><td>2,081,882</td><td>853,118</td><td>19,982,352</td><td>5,043,648</td></tr><tr><td>Projection at 10-yr Average Corridor Growth Levels</td><td>1,689,478</td><td>1,245,522</td><td>16,237,521</td><td>8,788,479</td></tr></table></div><div><p>The aggressive VMT projections in the SDEIS also seem to conflict with estimates in CDOT’s Draft Statewide Plan. In this draft it is stated that VMT per capita ‘is now projected to stay constant’ and that ‘total VMT continues to grow at approximately the same rate as population...between 2012 and 2040.’<sup>9</sup> If CDOT is assuming that statewide VMT is set to grow at the same rate as population for the purposes of the statewide Plan, why is it assumed that it will grow at between 56% (study area) and 109% (I-70 corridor) faster than population growth for the SDEIS?</p><p>While the larger growth on the corridor than the study area may be reasonable, since the expanded highway would draw some traffic that would otherwise take place on other streets within the study area, this cannot explain the large background increase projected for the entire study area.</p><p>A related question is to what extent the DRCOG travel model used in this SDEIS is using up to date data. For example, have the results of the 2010 Front Range Travel Counts study been used to update the parameters in the model? Or does the model continue to rely on older data from the 2003 travel counts that do not reflect the changing travel preferences of the last decade?</p><p>There are a number of reasons to expect that the trend towards lower levels of driving will continue in the future. Most important, the largest decreases in per capita driving are occurring among younger people. The following chart, taken from the report <i>Millennials In Motion: Changing Travel Habits of Young Americans and the Implications for Public Policy</i>,<sup>10</sup> illustrates just how significantly travel behavior is changing among younger Americans.</p></div><div><div><div><sup>9</sup> 2014. CDOT. Statewide Plan Committee. <a href="http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html">http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html</a></div><div><sup>10</sup> US PIRG and Frontier Group, <sup>10</sup> Millennials In Motion: Changing Travel Habits of Young Americans and the Implications for Public Policy, 2014, available at <a href="http://uspirg.org/reports/usp/millennials-motion">http://uspirg.org/reports/usp/millennials-motion</a></div></div><p>2334 Broadway, Suite A • Boulder, CO 80304 • tel: 303.447.0078 • fax: 303.447.0158 • <a href="http://www.swenergy.org">www.swenergy.org</a></p></div></div></div></div>				2035 Projected Corridor VMT	VMT Reduction Compared to PA	2035 Projected Study Area VMT	VMT Reduction Compared to PA	SDEIS Projection (PA)	2,935,000	-	25,026,000	-	Projection at 2012 VMT/Capita levels	2,210,000	725,000	21,500,000	3,526,000	Projection at 2035 DRCOG VMT/Capita goal	2,081,882	853,118	19,982,352	5,043,648	Projection at 10-yr Average Corridor Growth Levels	1,689,478	1,245,522	16,237,521	8,788,479
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F	<div><div></div><div><div>SOUTHWEST ENERGY EFFICIENCY PROJECT</div><div><i>Saving Money and Protecting the Environment Through More Efficient Energy Use</i></div></div></div> <div><p><b>Figure 2. Change in Number of Trips per Capita among 16 to 34 year-olds, 2001 to 2009<sup>12</sup></b></p><table><tr><th>Mode of Transport</th><th>Change in Trips per Capita (2001 to 2009)</th></tr><tr><td>Transit</td><td>4%</td></tr><tr><td>Walk</td><td>16%</td></tr><tr><td>Bike</td><td>27%</td></tr><tr><td>Drive</td><td>-15%</td></tr></table><p>Note that if the levels of traffic in 2035 are in fact substantially lower than projected, then many of the benefits of the project will be significantly reduced. In particular, if the traffic volumes are substantially lower than projected, then the impact of the project on congestion levels, vehicle hours of delay and travel times will be much smaller than projected.</p><p>At the same time, the negative impacts of the project on the surrounding neighborhood, and the project cost, could both be decreased by reducing the number of lanes, and reducing the width of the project.</p><p>We would recommend that the project be re-analyzed using traffic modeling that incorporates actual traffic behavior over the last decade.</p></div>			Mode of Transport	Change in Trips per Capita (2001 to 2009)	Transit	4%	Walk	16%	Bike	27%	Drive	-15%	<div><div>G</div><div><p>Future forecasts show that this congestion will worsen over time as population continues to grow, and that the highway will be congested for longer periods of the day. The additional lanes currently proposed (two total in each direction) are necessary to improve operations and assure a safe highway for the traveling public. Converting general-purpose lanes to managed lanes is not allowed in Colorado, and FHWA currently only allows for the conversion of HOV lanes to managed lanes, and therefore would be very complicated for it to occur on I-70. For more information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>The concerns presented in this comment have been adequately addressed in the Final EIS. For information on future driving trends, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>For information on the funding strategy for this project, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div>
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Bike	27%													
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G	<div><div>2) <b>We are concerned that there appears to have been no analysis of options that add fewer lanes.</b></div><div><p>The options considered include a no action rebuild of the viaduct, and multiple options which add 2 additional lanes in each direction. As described in the analysis in section 1 above, we believe that the proposed expansion may be larger than can be justified by reasonably expected levels of future traffic.</p></div></div>													
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G	<p>The addition of lanes should also be considered from a financial point of view. The PA has an estimated capital cost of either \$1.81 billion (Basic Option) or \$1.89 billion (Modified Option). To date, only \$1.17 billion of potential funding has been identified in the SDEIS for the project. There are also significant opportunity costs to such an expensive expansion of I-70. In a world of declining VMT per capita and falling funding for transportation projects, major highway expansions may not represent the most prudent investment of the state’s limited transportation funds. As CDOT has limited resources it makes sense to carefully evaluate potential projects based on their mobility benefits per dollar invested. .</p> <p>For example, a recent report by SWEEP identified the potential for a regional BRT system in the Denver metro area which could potentially provide region wide benefits for a cost comparable to this single proposed project.<sup>11</sup></p> <p>There is another important factor that should be considered – the impact of autonomous and connected vehicles on highway capacity. This is a topic of significant uncertainty, but has potentially large implications for the long-term need for greater highway capacity. Much of the justification for the proposed expansion is based on potential vehicle demand in the 2035 timeframe; it is reasonable to anticipate that there will be significant penetration of these new vehicle technologies by this time. While there are significant uncertainties on the impact on total VMT, with the potential for both reductions and increases, there are many reasons to believe that these technologies will increases the capacity of existing highways, reduce congestion by lowering crash rates and eliminating much of the resulting incident related congestion, smooth flow around bottlenecks, and reduce required lane widths, allowing the same highway cross section to be striped for more lanes.<sup>12</sup> We would recommend that these factors be incorporated into a sensitivity analysis before any final decisions are made on making significant investments in adding lanes.</p> <p>We would suggest that additional options be considered including one in which only one additional managed lane is added in each direction, and one in which no additional lanes are added, but one lane in each direction is converted from a general purpose to a managed lane.</p>			
	H	<p><b>3) We are concerned by the lack of analysis of the potential for BRT in the managed lanes.</b></p> <p>The discussion of managed lanes on pages 3-46 in the Summary of Project Alternatives states that managed lanes will promote use of RTD buses. However, the EIS does not seem to contemplate any addition of either express bus or BRT service.</p> <p>This is an important omission from an environmental justice perspective. SWEEP has conducted analysis of the demographics of users of toll lanes, users of HOV lanes, and bus riders in the Denver area, and reported on these in the 2014 paper <i>Managed Highway Lanes in Colorado: Everyone Benefits from Including Carpools</i></p>		
		<p><sup>11</sup> Toor and Salisbury, Considering a Regional Network of Bus Rapid Transit in the Denver Metro Area, SWEEP, 2014, available at <a href="http://www.swenergy.org/publications/category.aspx?CategoryID=4">http://www.swenergy.org/publications/category.aspx?CategoryID=4</a></p> <p><sup>12</sup> Hendrickson et al, Connected and Autonomous Vehicles 2040 vision, Pennsylvania Department of Transportation, 2014, available at <a href="https://spportal.dot.pa.gov/Planning/MPMS/Download/Connected%20Autonomous%20Vehicles%202040%20Vision%20-%20Final%20Report%20-%207-10-14.pdf">https://spportal.dot.pa.gov/Planning/MPMS/Download/Connected%20Autonomous%20Vehicles%202040%20Vision%20-%20Final%20Report%20-%207-10-14.pdf</a></p>		
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<div>H</div>	<p>RTD’s East Corridor EIS analyzed four alternatives that contained BRT on various east-west routes through Denver, but ultimately chose commuter rail instead. The commuter rail line is planned to be opened in 2016. The rail line is generally parallel to I-70 between Brighton Boulevard and the Denver International Airport, with several stations located along the alignment on the rail corridor near Smith Road. Because of its proximity to I-70, the rail line will provide high-quality rapid transit service to enhance east-west mobility. To add BRT service on I-70 would duplicate the rail service RTD will be providing with commuter rail. Information on the East Corridor EIS alternatives can be found at RTD’s website <a href="http://rtd-fastracks.com/ec_34">http://rtd-fastracks.com/ec_34</a>. For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Equity concerns have been adequately addressed in the Final EIS. For information on equity impacts of the Managed Lanes, please see EJ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
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<div><div><div><div><div>SOUTHWEST ENERGY EFFICIENCY PROJECT</div><div><i>Saving Money and Protecting the Environment Through More Efficient Energy Use</i></div></div></div><div><div>J</div><div><p>The report compares project level emissions to total global emissions, and concludes that they are insignificant by comparison. This is a specious comparison – by this logic, no actions below a global climate agreement would be significant. This flies in the face of the multiple steps the federal and state governments are taking to reduce emissions – all of which have, by themselves, a very small impact on total global emissions. Within the DRCOG region, the adopted 2035 Metro Vision regional plan calls for a 60% reduction in transportation sector GHG emissions by 2035; we would suggest that an appropriate question would be whether emissions associated with the project alternatives track with the regional targets; that is, will emissions associated with the I-70 expansion meet the region wide target of a 60% reduction? The report instead projects that 2035 emissions under the proposed alternative would grow from 4,064 tons per day to 5,306 tons per day, a 30% <b>increase</b>. We would request that alternatives be examined that would decrease GHG emissions.</p></div></div><div><div>K</div><div><div><div><b>Conclusion</b></div><p>The VMT projections being made by CDOT in the SDEIS are very aggressive and do not seem to have taken into account shifts in travel demand over the last decade. If they are projecting too much VMT that means that at least one of the problems that the PA might be trying to solve, increased VMT and congestion in the corridor might not actually be a problem.</p><p>If there is a good possibility of significantly less VMT in the region and on the corridor by 2035, CDOT should reconsider the necessity of expanding I-70 at all or possibly examine the possibility of only adding one additional managed lane along the corridor. There does not appear to be a discussion in the SDEIS or in previous EISes of the need for two versus one new lane along I-70. Even if only one managed lane was added, it would still have almost half the volume (452,000 compared to 835,000) that each general purpose lane would be projected to have in CDOT’s projections. CDOT should also consider the possibility of managing any future VMT increases by creating managed lanes on existing capacity. In addition, CDOT should examine the potential for BRT in the managed lanes, and should ensure that the project design addresses infrastructure improvements that might be necessary such as bus slip ramps and BRT stations.</p><p>Thank you for the opportunity to comment on the I-70 East SDEIS.</p></div><div><div>Becky Long, Advocacy Director Conservation Colorado</div><div>Will Toor Transportation Program Director Southwest Energy Efficiency Project</div></div></div></div><div><div>I</div><div><p>The Supplemental Draft EIS and Final EIS are fully compliant with the requirements of NEPA and the Clean Air Act and other provisions, and have adequately analyzed air quality, including PM10 and PM2.5. For information on air quality with the Preferred Alternative and health, please see AQ2 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div><div><div>J</div><div><p>Greenhouse gas emissions have been adequately addressed in the Final EIS. Section 8.1 of Attachment J, Air Quality Technical Report, describes mitigation measures CDOT will undertake to help reduce emissions. The I-70 East project must be included in the DRCOG 2035 Metro Vision Plan in order to meet federal air quality conformity rules. It is not expected to delay the region from meeting its greenhouse gas reduction goals. Discussions on greenhouse gases are included in the Section 5.10, Air Quality in the Final EIS.</p></div></div><div><div>K</div><div><p>The Final EIS has evaluated all the reasonable alternatives that meet the project’s purpose and need. For information regarding consideration of changes in the driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>The need for widening the highway has been adequately discussed in the Final EIS. For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>Converting general-purpose lanes to managed lanes is not allowed in Colorado, and FHWA currently only allows for the conversion of HOV lanes to managed lanes, and therefore would be very complicated for it to occur on I-70.</p><p>RTD’s East Corridor Commuter Rail Line is planned to be opened in 2016. The rail line is generally parallel to I-70 between Brighton Boulevard and the Denver International Airport, with several stations located along the alignment. Because of its proximity to I-70, the rail will provide high-quality rapid transit service to enhance east-west mobility. To add BRT service on I-70 would duplicate the rail service RTD will be providing with commuter rail.</p></div></div></div><tr><td colspan="3">2334 Broadway, Suite A • Boulder, CO 80304 • tel: 303.447.0078 • fax: 303.447.0158 • www.swenergy.org</td><td></td></tr></div>				2334 Broadway, Suite A • Boulder, CO 80304 • tel: 303.447.0078 • fax: 303.447.0158 • www.swenergy.org			
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<p>October 31<sup>st</sup>, 2014 Colorado Public Interest Research Group (CoPIRG)</p> <p>Comments Regarding SDEIS for I-70 By Danny Katz, CoPIRG Director</p> <p>In reviewing the Supplemental Draft Environmental Impact Statement (SDEIS) for I-70, we are deeply concerned in the traffic projection estimates that provide the foundation for adding additional lanes to I-70.</p> <p><b>A</b> CoPIRG, along with the federation of PIRG’s known as U.S.PIRG, has studied national, state and local travel trends over the last decade. The data demonstrates there has been a dramatic drop off in driving growth over the last decade. The factors fueling this trend do not appear to be reversing. Unfortunately, travel forecasters have been slow to recognize these trends and the consequences could be inefficient use of limited taxpayer dollars on our transportation system. In reviewing many high-profile official transportation forecasts, we find a consistent pattern of overestimating how much Americans will drive and only partially revising those forecasts when they prove to be incorrect. The government forecasts examined all seem to be based on the assumption that the kinds of driving increases we experienced in the 20<sup>th</sup> century will last forever. However, the evidence suggests that is incorrect. We are concerned that the traffic projections in the SDEIS are making similar mistakes.</p> <p><b>B</b> Here is what our research has found:</p> <p><b><u>Driving Growth is Dropping Off</u></b></p> <p>In our report, <i>Highway Boondoggles: Wasteful Money and America’s Transportation Future</i>, we found the total number of miles Americans drive is lower than it was in 2005, while per-capita driving has fallen by 7 percent in the last nine years. If old 20<sup>th</sup> century trends had continued, Americans would currently drive an average of about 11,300 miles annually instead of the current average which has fallen to just below 9,400. In fact, Americans are driving a total of about three hundred billion fewer annual miles today than if previous trends had continued. While the economic recession contributed to the fall in driving, the shift predates the recession by several years and many of the forces contributing to the fall in driving are likely to be lasting. For example:</p> <ol style="list-style-type: none"><li>1. The number of cars and licensed drivers per household both peaked during the 2000s and have subsequently declined. The workforce participation rate, which also increased during the late 20<sup>th</sup> century, has been falling and is expected to fall farther as the Baby Boomers age.</li><li>2. Gasoline prices have been high for much of the last decade. While they are experiencing a short-term dip at present, government forecasters anticipate that they are unlikely to fall in the foreseeable future back to the truly cheap gas we saw during the driving growth of the 20<sup>th</sup> century.</li><li>3. The long-term trend toward suburbanization has stopped. In the early 2010s, central cities grew faster than their suburbs for the first time in 90 years.</li></ol>			<p><b>A</b> CDOT is aware that a recent study by PIRG has found that VMT is trending downwards. However, population and job growth in the Denver metro area is expected to outweigh this decrease. The regional travel demand model used by DRCOG captures both these trends. The travel patterns of individuals are captured through surveys of local drivers. The growth projections are captured through the development projections of the local cities and counties in the metro area. CDOT is primarily responding to Denver’s desire for economic growth and development along the I-70 East corridor. For example, proposals for the future of the National Western Stock Show, the Colorado State University campus, Stapleton and DIA and Aerotropolis all point to continued traffic growth.</p> <p>The traffic concerns have been adequately addressed in the Final EIS. For information on traffic forecasting, the traffic models used, and the consideration of changes in driving patterns, please see TRANS5, TRANS6, and TRANS11 of the Frequently Received Comments and Responses of the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>B</b> The concerns regarding travel demand are adequately addressed in the Final EIS. For information on traffic forecasting and the consideration of changes in driving patterns, please see TRANS5 and TRANS11 of the Frequently Received Comments and Responses of the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The concerns regarding transit have been adequately addressed. For information on multi-modal considerations, please see TRANS1 and TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>



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B	<div><div><div>4. The use of non-driving modes of transportation – transit, bicycling and walking – is on the rise. In addition, recent years have seen the emergence of new forms of mobility such as carsharing, bikesharing and ridesharing whose influence is just beginning to be felt but which seem to all reduce personal car ownership and the volume of driving.</div><div>5. Transportation behaviors have been changing fastest among members of the Millennial generation. Americans aged 16 to 34 drove 23 percent fewer miles on average in 2009 than they did in 2001.</div></div><div><div><div><div>The Largest Age Group – Millennials – Are Leading the Drop in Driving</div><div>In our report, <i>Millennials in Motion: Changing Travel Habits of Young Americans and the Implications for Public Policy</i>, we more deeply examined the trend among Millennials and found young Americans have experienced the greatest changes: driving less; taking transit, biking and walking more; and seeking out places to live in cities and walkable communities where driving is an option, not a necessity. Academic research, survey results and government data point to a multitude of factors at play in the recent decline in driving among young people: socioeconomic shifts, changes in consumer preferences, technological changes, efforts by state governments and colleges to limit youth driving, and more.</div><div>Millennials (those born between 1983 and 2000) are the nation’s largest generation, making their transportation needs particularly important. Millennials are not only the largest generation in the United States, but they will be the primary users of transportation infrastructure we build today for decades to come. Therefore they have the most to gain or lose from the transportation investment decisions we make today and it’s critical we understand their travel habits.</div><div>Several indicators – including continued decreases in per-capita driving across the whole U.S. population, the continued shift away from the use of cars for commuting by Millennials, and the consistency of Millennials’ stated preferences for housing and transportation – suggest that it is unlikely that the trend toward less driving among Millennials during the 2000s has reversed thus far in the current decade. Moreover, many of the factors that have contributed to the recent decline in driving among young Americans appear likely to last.</div><div><div>Socioeconomic shifts</div><div><div><div><div>• The Great Recession contributed to unemployment and falling incomes among young people. However, driving fell among both young people <i>with</i> jobs and those without during the 2000s, as well as among young people in households of various income levels, demonstrating that the decline in driving was caused by more than just the recession.</div><div>• Many of the driving-related socioeconomic changes linked to the recession – such as the increase in the number of Millennials “living in their parents’ basements” – were already taking place for years or decades before the recession began, suggesting that a return to pre-recession patterns is not inevitable as the economy recovers.<div><div><div>○ Americans have been getting married later and having children later nearly continuously since the 1960s and have continued to do so during the first years of the recovery.</div><div>○ While the number of young Americans living with their parents increased sharply during the Recession, the share of young people living in their parents’ homes had been</div></div></div></div></div></div></div></div></div></div></div></div>		The information on these pages has been reviewed. Responses to specific comments are included on the previous page.	B	<div><div><div>increasing even prior to the recession, and household formation among young people has remained slow during the recovery.</div><div><div><div>• Millennials reaching driving age today have no living memory of consistently cheap gasoline. Gasoline prices are not projected to dip as low as the “cheap gas” levels we saw in the 20<sup>th</sup> century, possibly leading Millennials to make long-term transportation and housing decisions that require less driving.</div></div></div><div><div>Lifestyle preferences</div><div><div><div>• Several studies have found a <i>generational cohort effect</i> among the Millennials – that is, today’s young people drive less than previous generations of young Americans, even when economic and other factors linked to vehicle ownership or driving are taken into account.</div><div>• Millennials consistently report greater attraction to less driving-intensive lifestyles – urban living, residence in “walkable” communities, and openness to the use of non-driving modes of transport – than older generations.</div></div></div><div><div>Changing technology and transportation options</div><div><div><div>• The past decade has seen a technological revolution, with the widespread adoption of the smartphone and social media and, more recently, the creation of a wide variety of new technology-enabled transportation services, from bikesharing to real-time transit tracking apps.</div><div>• Young people have been the first to adopt many of these technologies and tools, and have been disproportionately attracted to alternatives such as bikesharing and “ridesourcing” (taxi-like services such as Lyft and Uber).</div><div>• Many of these technology-enabled services are relatively new and are currently in use by only a small percentage of people. But some (such as bikesharing and round-trip carsharing) have already been shown to lead to reductions in driving and vehicle ownership. Together, they could lay the groundwork for a new model of mobility that is less dependent on private car ownership.</div></div></div><div><div>Other steps that discourage driving</div><div><div><div>• Graduated driver licensing requirements adopted in recent years by state governments have likely played a small but important role in causing young people to delay or forgo getting a driver’s license, potentially encouraging Millennials to develop less car-dependent transportation habits that they may carry with them as they age. These policy changes have been shown to save many lives, and there is little likelihood that they will be reversed.</div><div>• Many colleges and universities have put in place deliberate strategies to reduce the number of students with cars on campus. With roughly 40 percent of 18 to 24 year-olds enrolled in higher education, such measures might play a role in reducing youth driving. They may also help young people to develop transportation habits that they carry with them after college.</div></div></div><div><div>Colorado is on the Leading Edge of the Drop in Driving</div><div>In our report, <i>Moving Off the Road: A State-by-State Analysis of the National Decline in Driving</i>, we found that Coloradans are leading the trend in decreased driving. Coloradans cut their per-person</div></div></div></div></div></div></div>	

Comments			Responses to Comments
Source:	Submittal	Document Number: 741	Name: CoPIRG
B	<p>driving miles by 11.4 percent from 2005 to 2011. Colorado had the 6<sup>th</sup> largest drop of any state during that period and ranked 14<sup>th</sup> for fewest vehicle miles traveled per person.</p> <p>In comparing states we also found Colorado ranks high in categories that suggest lower VMT per capita and that an economic recovery will not automatically lead to large increases in driving again.</p> <ol style="list-style-type: none"><li>1. States with higher percentages of their population living in urban areas have less VMT per capita than states with higher percentages in rural areas. Colorado had the 14<sup>th</sup> highest percent of its population living in urban areas of the 50 states at 86.15%.</li><li>2. States with higher median incomes average fewer driving miles. Colorado had the 11<sup>th</sup> highest of the 50 states.</li><li>3. The states with the biggest reductions in driving miles generally were not the states hit hardest by the economic downturn. The majority—almost three-quarters—of the states where per-person driving miles declined more quickly than the national average actually saw smaller increases in unemployment compared to the rest of the nation.</li></ol>		
	<p><b>Denver is on the Leading Edge of the Drop in Driving</b></p> <p>In our report, <i>Transportation in Transition: A Look at Changing Transportation Patterns in America’s Biggest Cities</i>, we found that Denver is also on the forefront of these changes. A review of data from the Federal Highway Administration, Federal Transit Administration and Census Bureau for America’s 100 most populous urbanized areas – which are home to over half of the nation’s population – shows that the decline in per-capita driving has taken place in a wide variety of regions. From 2006 to 2011, the average number of miles driven per resident fell in almost three-quarters of America’s largest urbanized areas for which up-to-date and accurate data are available. Specifically:</p> <ol style="list-style-type: none"><li>1. The proportion of workers commuting by private vehicle—either alone or in a carpool—declined in 99 out of 100 of America’s most populous urbanized areas between 2000 and the 2007-2011 period.</li><li>2. In the Denver urbanized area, there was a 10.6 percent decrease in vehicle-miles traveled (VMT) per capita from 2006 to 2011. The decrease in Denver was the 9<sup>th</sup> largest percent decrease among America’s 100 largest cities.</li></ol>		
C	<p><b>Changes in Travel Are Not Being Properly Accounted for by Traffic Forecasts</b></p> <p>Given the evidence that driving growth has dropped and the trends do not suggest it will rebound to previous 20<sup>th</sup> century levels, we have a number of concerns for the I-70 SDEIS traffic assumptions. It is unclear why SDEIS forecasts appear to use a reversal in current trends. More explanation for why this is the appropriate interpretation of travel patterns is necessary.</p> <p>First of all, the SDEIS forecasts that between 2012 and 2035 VMT on this corridor will increase 85% and that VMT for the study area examined in the SDEIS will grow 64%. However, the region’s population is only expected to grow 41% during this period. This suggests an assumption that per capita driving will see large increases.</p> <p>Not only does this run counter to what we have found in our research but also runs counter to the actual traffic numbers collected by CDOT.</p> <p>DRCOG’s 2012 Annual Report on Traffic Congestion in the Denver Region shows that VMT per capita has actually been falling in the region since 2006. In addition to the data in our <i>Moving Off the Road</i> report</p>		
	<p><b>C</b> These concerns are adequately addressed in the Final EIS. For information on traffic forecasting for this project, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on traffic models used for this project, please see TRANS6 and TRANS7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information regarding consideration of changes in the driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>		

Comments			Responses to Comments										
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C	<p>mentioned above, according to data provided to us from the Southwest Energy Efficiency Project (SWEEP), at the state level, annual VMT per capita has fallen from a high of 10,123 in 2005 to 9,016 in 2012, an eleven percent decline. We share SWEEP’s conclusion that “this decline in VMT per capita means that even as the region and state have added hundreds of thousands of new residents, total regional and state VMT has remained relatively flat. The DRCOG report notes that “2012 marks the sixth straight year of a relatively flat level of VMT, the longest period of non-growth in VMT since the invention of the automobile.” The SDEIS assumes that neither of these trends continues and that VMT growth follows its pre-2006 pattern.”</p> <p>According to additional analysis by SWEEP of the three continuous traffic counters set up in or near the study’s corridor, “the average VMT growth projection that the SDEIS makes is significantly higher than the growth in traffic counts experienced in any single year in the corridor over the last nine years and an order of magnitude higher than the average growth over these years. This average may in fact overstate growth as the only continuous counter located in the study area at Colorado Blvd has experienced a slight decline in traffic volumes between 2005 and 2013.”</p> <p>Table 2. Growth in Traffic Volume at Continuous Traffic Counter Stations In or Near Study Corridor</p> <table><tr><td></td><td>Average Growth in Traffic Volumes 2004-2013<sup>1</sup></td></tr><tr><td>Sheridan Blvd</td><td>0.33%</td></tr><tr><td>Colorado Blvd</td><td>-0.04%</td></tr><tr><td>East of E-470</td><td>1.65%</td></tr><tr><td>Weighted Average</td><td>0.28%</td></tr></table>				Average Growth in Traffic Volumes 2004-2013 <sup>1</sup>	Sheridan Blvd	0.33%	Colorado Blvd	-0.04%	East of E-470	1.65%	Weighted Average	0.28%
		Average Growth in Traffic Volumes 2004-2013 <sup>1</sup>											
	Sheridan Blvd	0.33%											
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<p>The information on these pages has been reviewed. Responses to specific comments are included on the previous page.</p>													



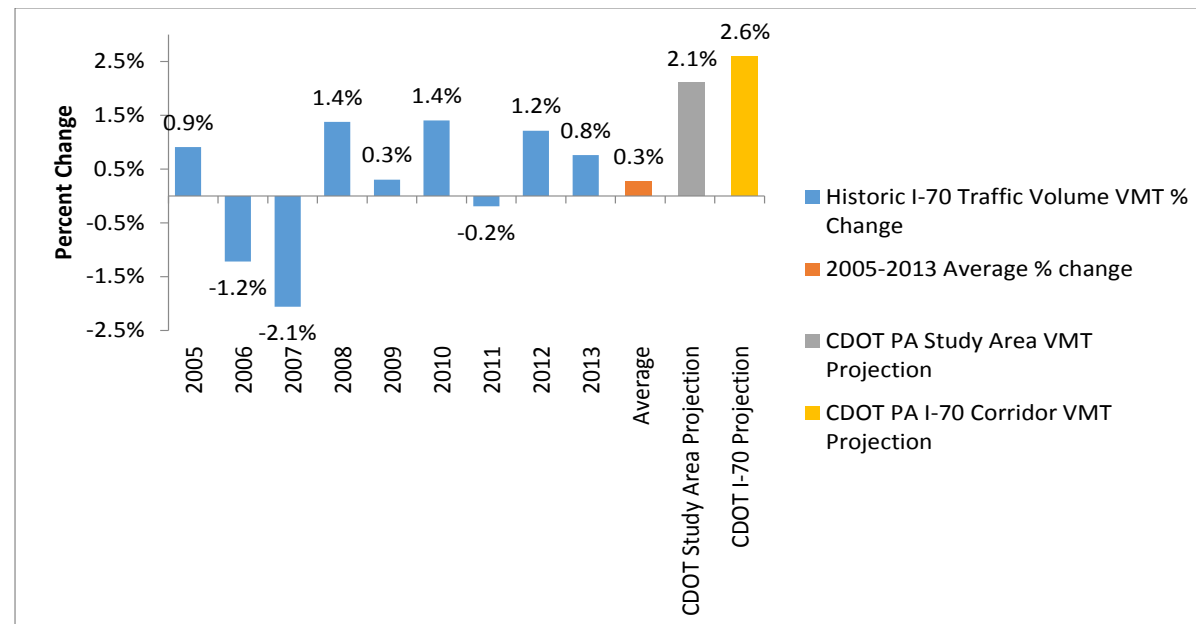
## Comments

Source: Submittal

Document Number:

741

Name: CoPIRG



C

The traffic assumptions not only seem inaccurate compared to what is currently happening but also grossly inaccurate when factoring in the recent dramatic shift in travel. A miscalculation here will result in an inaccurate perception that additional lanes along I-70 are necessary and are the best use of limited taxpayer dollars.

### **Transportation Funding is Limited and Must Be Used Efficiently**

Colorado's transportation system has many needs for its limited dollars. Colorado has 8,612 bridges that engineers have deemed "structurally deficient," according to the most recent (2013) National Bridge Inventory tabulated by the Federal Highway Administration. In addition, too many roads both state-run and managed by local governments are in poor condition.

In addition, the drop in driving among all age groups have led to sharp increases in alternative transportation, from mass transportation on bus and rail to biking and walking.

- As mentioned earlier, Census data show that nationally the share of 16 to 24 year-olds traveling to work by car declined by 1.5 percentage points between 2006 and 2013, while the share of young people getting to work by public transportation, on foot or by bicycle, or else working from home, had increased.
- The proportion of commuters travelling by bicycle grew in Denver, as it did in 85 of the most populous 100 urbanized areas between 2000 and 2010. In Denver, the increase was 0.5 percent, the fourth largest increase in the nation. According to Denver B-cycle, 560,424 miles were ridden on their system in 2013 alone.

Given that travel trends suggest a desire by many to use alternative, non-car means to travel around the region for work, entertainment and shopping, the most efficient and effective use of dollars might be

## Responses to Comments

**D** These concerns are adequately addressed in the Final EIS. For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on walkability and bicycle route improvements, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on traffic forecasting, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.


For information regarding consideration of changes in the driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.



Comments			Responses to Comments
Source: Submittal	Document Number: 741	Name: CoPIRG	
D	investing more in mass transportation like bus and rail, as well as more biking and walking and travel share options.		
	Unfortunately, without properly acknowledging travel trends and accounting for them in traffic forecasts, millions could be wasted on widening I-70 when those limited taxpayer dollars could be put to greater use fixing and repairing our current highway system and expanding alternative options.		
E	<b><u>Additional Benefits Can Be Realized if Travel Trends Are Better Accounted for</u></b>		
	Taking advantage of changing transportation preferences by expanding access to an array of transportation options, including public transportation, bicycling and walking could yield many benefits that will be lost if travel forecasts do not properly account for 21 <sup>st</sup> century travel trends and demands. For example, reducing vehicle travel will save money by heading off the need to spend money on highway expansion that may not be fully utilized. Doing so could more effectively ease congestion, reduce emissions of pollutants that harm public health and alter the climate, and save lives through avoided vehicle crashes.		
F	Specifically on the I-70 SDEIS, we share the concerns voiced by others that not enough has been done to review the potential benefits of Bus Rapid Transit programs or other modes of mass transportation along I-70 that provide car-free options for travel. In addition, we agree more can be and should be done to understand the impacts of emitted air pollutants on the health of near-by residents and on air quality and therefore identify ways to prevent negative impacts on the community.		
	<b><u>Financial Viability of Tolling Undermined if Forecasts Are Inadequate</u></b>		
G	Based on what we have read, only \$1.17 billion of potential funding has been identified in the SDEIS for the project, which as presented would cost \$1.8 - \$1.9 billion. Given recent actions, we assume one source of potential revenue that will be considered is tolling. However, without properly accounting for changes in travel trends, this project could be built based on revenue that might not come to fruition leaving taxpayers to pick up an already very large tab.		
	<b><u>Conclusion</u></b>		
G	Based on recent travel trends and the data that we have reviewed, the traffic projections appear to be inaccurate and without greater articulation of their basis, should not be used as the foundation for making decisions about the future of I-70. In particular, the case for spending hundreds of millions of the state’s limited taxpayer dollars to add additional lanes does not appear to make sense or be properly justified.		
	Now is the time to acknowledge, accommodate and support the changing travel patterns and demands of Coloradans. The evidence over the last decade suggest a dramatic change that is here for the foreseeable future. In particular, if Millennials drive fewer miles than previous generations as they age – and if future generations of young people follow suit – Colorado will have an opportunity to reap the benefits of slower growth in driving. These include reduced traffic congestion, fewer deaths and injuries on the roads, reduced expenditures for highway construction and repair, and less pollution of our air and climate.		

E	RTD’s East Corridor Commuter Rail Line is planned to be opened in 2016. The rail line is generally parallel to I-70 between Brighton Boulevard and the Denver International Airport, with several stations located along the alignment. Because of its proximity to I-70, the rail will provide high-quality rapid transit service to enhance east-west mobility. To add BRT service on I-70 would duplicate the rail service RTD will be providing with commuter rail. For more information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
	For information on walkability and bicycle routes improvement, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
F	For information on air quality and health, please see AQ2 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
	Tolls will not be used to finance the project. For more information on toll revenues and funding strategies, please see FUND4 and FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
G	These concerns are adequately addressed in the Final EIS. For information on traffic forecasting, the traffic models used, and the consideration of changes in driving patterns, please see TRANS5, TRANS6, and TRANS11 of the Frequently Received Comments and Responses of the Supplemental Draft EIS, located in Part 1 of Attachment Q.
	For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments			Responses to Comments
Source: Submittal	Document Number: 741	Name: CoPIRG	
<div><div>G</div><div><p>However, failing to acknowledge and account for changing travel habits and updating transportation forecasts and plans, will lead to mismanaging limited taxpayer dollars and wasting hundreds of millions on transportation infrastructure and programs that do not meet the needs and desires of Coloradans in the 21<sup>st</sup> century.</p><p>Given the enormous size and cost of the I-70 project, the SDEIS does not adequately account for the change in travel patterns and does not do enough to not only accommodate the drop in driving but to actively encourage it through investments in alternative transportation options.</p></div></div>			
			<div>The information on these pages has been reviewed. Responses to specific comments are included on the previous page.</div>



Comments			Responses to Comments
Source: Submittal	Document Number: 649	Name: Downtown Denver Partnership, Inc.	
<div><div></div><div><p><b><u>Resolution</u></b> <b>Downtown Denver Partnership, Inc.</b> <b>Management Group</b></p><p><i>Concerning the I-70 East Alignment</i></p><p><b>WHEREAS</b>, I-70 East is one of two main interstates in Colorado and plays an essential role in the state and regional economy; and</p><p><b>WHEREAS</b>, I-70 East provides a direct connection for tourists, visitors and residents to and from Downtown Denver and the Denver International Airport and supports the long-term economic vitality of downtown Denver; and</p><p><b>WHEREAS</b>, CDOT has been studying the alternatives to improve I-70 East for 10 years and must move forward to address the aging viaduct and provide congestion relief along this busy corridor; and</p><p><b>WHEREAS</b>, a reroute of I-70 would force travelers several miles north away from the city, prolonging travel time for residents, tourists, and business travelers seeking to travel downtown; and</p><p><b>WHEREAS</b>, a reroute would negatively impact the economic vision for the National Western Stock Show Complex.</p><p><b>THEREFORE BE IT RESOLVED</b>, the Downtown Denver Partnership supports the Colorado Department of Transportation's (CDOT) efforts to improve and reconstruct I-70 East in its current alignment without delay and to provide a safer and more attractive entry point to Denver through the proposed lowered and capped highway. Support of the comprehensive project and development plan for the covered section of highway are subject to review of final design plans.</p><p>Adopted this 6<sup>th</sup> day of August, 2013</p><p> Elbra Wedgeworth, Chairwoman Downtown Denver Partnership, Inc.</p><div><p>JOBS</p><p>HOUSING</p><p>EXPERIENCE</p><p>ENVIRONMENT</p><p>CONNECTIONS</p><p>LEADERSHIP</p></div></div></div>			<div><div>A</div><div>Comment noted.</div></div>

Comments			Responses to Comments																
Source: Letter	Document Number: 848	Name: Globeville Civic Association #2																	
<div><div><p><b>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</b></p><p>Please submit comments to the address below or via the I-70 East website (<a href="http://www.i-70east.com">http://www.i-70east.com</a>) by October 14, 2014.</p></div><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: <u>10-31-14</u> Would you like to be included on the I-70 East EIS mailing list? <input type="checkbox"/> Yes <input type="checkbox"/> No</p><p>Name (required): <u>Armando Pagan</u></p><p>Organization: <u>Globeville Civic Association #2</u></p><p>Address (required): _____</p><p>City/State/Zip: _____</p><p>Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p><table><tr><td>Air quality</td><td>Environmental justice</td><td>Financing</td><td>Hazardous materials</td><td>Historic</td></tr><tr><td>Managed lanes</td><td>Noise</td><td>Property impacts</td><td>Swansea Elementary</td><td>Visual</td></tr><tr><td>Preliminary identified preferred alternative</td><td>Truck traffic</td><td>Other</td><td></td><td></td></tr></table><p>Please print your comment on the Supplemental Draft EIS legibly below.</p><p><u>Comment see attached</u></p><p><u>Comment to August 2014 Supplement</u></p><p><u>Draft Environmental Impact Statement</u></p><p>****CONTINUE ON BACK FOR MORE SPACE****</p><div><p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to:</p><p>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></p><div><p>CDOT 10.31.14</p></div></div></div>				Air quality	Environmental justice	Financing	Hazardous materials	Historic	Managed lanes	Noise	Property impacts	Swansea Elementary	Visual	Preliminary identified preferred alternative	Truck traffic	Other			<div>The information in the cover letter is noted. Responses to specific comments are included on the following pages.</div>
Air quality	Environmental justice	Financing	Hazardous materials	Historic															
Managed lanes	Noise	Property impacts	Swansea Elementary	Visual															
Preliminary identified preferred alternative	Truck traffic	Other																	

Comments			Responses to Comments
Source: Letter	Document Number: 848	Name: Globeville Civic Association #2	
<p><u>Comment to August 2014 Supplemental Draft Environmental Impact Statement</u></p> <p>The undersigned, on behalf of Globeville Civic Association #2, submit the following comment to the Colorado Department of Transportation’s Supplemental Draft Environmental Impact Statement (“SDEIS”) of August 2014.</p> <p><b>I. Summary</b></p> <p>In 2008, the Colorado Department of Transportation (“CDOT”) issued a Draft Environmental Impact Statement (“DEIS”) that considered six options, labeled alternatives, for revitalizing the I-70 Corridor through northern metropolitan Denver. While CDOT conducted a purportedly accurate and thorough analysis of Alternatives 1-6, it failed to complete a similarly thorough analysis of the I-270/I-76 Reroute Alternative. Instead, this option was rejected with a starkly abbreviated analysis in §3.5 of the August 2014 SDEIS. This alternative offered a modern and globally proven method for redirecting I-70 traffic along existing corridors formed by I-270 and I-76 to avoid residential urban areas and strengthen the system of boulevards and other metro area inlets. Choosing the I-270/I-76 Reroute Alternative would have freed Globeville and Elyria and Swansea from an unjust separation from the metro area that was imposed upon a then-voiceless and mostly ignored community over half a century ago.</p> <p>Further, as will be discussed below, CDOT made numerous errors in its calculations, omitted crucial factors in evaluating alternatives, and utilized substandard, outdated software models to make projections. The undersigned believe that compliance with the National Environmental Policy Act regulations requires CDOT to reopen its consideration of the I-270/I-76 Reroute Alternative.</p> <p><b>II. Argument</b></p> <p><b>A. CDOT’s Incomplete Analysis of the I-270/I-76 Reroute Alternative Constitutes an Incomplete Administrative Record</b></p> <p>As recently as 2012, a federal district court ordered a government agency to take additional steps to form a complete administrative record regarding the construction of the Detroit River International Crossing, a bridge linking Detroit, Michigan, to Canada. <i>Latin Americans for Social and Economic Development v. Federal Highway Administration</i>, 2012 U.S. Dist. LEXIS 48452 (E.D. Mich. April 5, 2012). In that case, advocates for an “economically depressed and minority community” successfully challenged a Record of Decision (“ROD”) because the agency failed to establish a complete administrative record for its decisions. Similarly, in the case of Globeville, Elyria, and Swansea, which are all economically depressed and minority communities, CDOT did not provide a complete analysis of the I-270/I-76 Reroute Alternative. In its abbreviated dismissal of this option, the August 2014 SDEIS cites the following reasons related to the purported lack of safety of this alternative:</p>			<p><b>A</b> Rerouting I-70 along I-270/I-76 was studied during the EIS process and was determined to not meet the purpose and need for the project; therefore, it was not considered a reasonable alternative and did not need to be studied further. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>B</b> All information pertaining to CDOT’s consideration of the I-270/I-76 Reroute Alternative is part of the project’s Administrative Record. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>



Comments			Responses to Comments
Source: Letter	Document Number: 848	Name: Globeville Civic Association #2	
C	i) Highway users will be encouraged to utilize the underdeveloped 46 <sup>th</sup> Avenue to traverse this portion of the city.		
	<p>This statement is speculative. Traveling from Quebec St. east of I-25 to Wadsworth Blvd. west of I-25 on I-270/I-76 rather than I-70 creates an out-of-direction travel distance of approximately 2 miles<sup>1</sup>. At the slow pace of 25 miles per hour, this trip takes less than 5 minutes. At the posted speed limits of 55 miles per hour, the trip takes a mere 2 minutes and 11 seconds. It is questionable whether drivers will choose to traverse 46<sup>th</sup> Avenue, with its stoplights and lower speed limits, over the additional 2 miles required for the I-270/I-76 Reroute Alternative. Further, as will be discussed below, CDOT entirely ignored the potential for individuals to reach areas within the current triangular zone formed by I-70, I-270, and I-76 using arterial boulevards branching off of these highways, such as Vasquez Blvd. (in the east) or W. 62<sup>nd</sup> Ave. (in the west).</p>		
	ii) Delivery trucks will be forced to utilize 46 <sup>th</sup> Avenue to reach their destinations in the industrialized sectors of the impacted communities.		
	<p>Undoubtedly, some delivery trucks will choose to take 46<sup>th</sup> Avenue if I-70 were to be removed. However, there are many other more convenient points of entry into the industrialized sectors of northern metro Denver. Following I-270 alone, delivery trucks can utilize US-85 (Vasquez Blvd.), which splits further into Colorado Blvd. Less than 0.5-mile north along I-270 is the exit for Brighton Blvd., another major inlet into the metropolitan area. Additional exits appear at York St., Washington St., Broadway, West 62<sup>nd</sup> Ave, and Pecos St. Thus, over the course of the additional 2 out-of-direction miles, both delivery trucks and commuters have at least seven major arterial streets to follow as alternatives to 46<sup>th</sup> Avenue, at the rate of one exit for every 0.3 miles of travel distance. Presumably, only those delivery trucks that have destinations on or near 46<sup>th</sup> Avenue will be compelled to utilize this street. However, the suggestion that 46<sup>th</sup> Avenue will be the exclusive or primary route for the industrialized area seems questionable given the transportation infrastructure already extant in the area. Again, CDOT has failed to incorporate use of other streets in its analysis, assuming that commuters will simply take 46<sup>th</sup> Avenue because it is in the same place as I-70.</p>		
	iii) The I-270/I-76 Reroute Alternative causes mobility issues to westbound I-70 travelers seeking to stay on I-70 past I-25 or who continue southbound on I-25.		
	<p>CDOT argues that traversing I-270 to I-25, and I-25 to the existing intersection with I-70 at the mousetrap, constitutes an inconvenience at 4 additional miles. In this case, we agree. As above, travelers are likely to choose a great variety of different routes in order to cover the distance to I-25. They may take other streets and avoid I-25 altogether, which could possibly relieve congestion on that highway as well. While CDOT assumes that commuters and delivery trucks will almost exclusively utilize 46<sup>th</sup> Avenue to circumvent the additional 2 miles of the I-270/I-76 Reroute Alternative, it does not assume that commuters and trucks will use other roadways to</p>		
<sup>1</sup> CDOT, August 2014 SDEIS at 3-13.			C The reason that traffic builds up on 46th Avenue is because most of the westbound traffic on I-70 heads south on I-25, and in the absence of I-70 would use local streets, only a few of which lead to downtown, as shown in Figure 8 of Attachment C, Alternative Analysis Report. The travel demand modeling does include local arterials in its analysis.
			For information on truck traffic impacts on adjacent neighborhoods, please see TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
			Rerouting I-70 along I-270/I-76 was studied during the EIS process and was determined to not meet the purpose and need for the project; therefore, it was not considered a reasonable alternative and did not need to be studied further. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments			Responses to Comments
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C	access I-25 if the Reroute Alternative is implemented, despite that the distance is almost twice as far. Thus, CDOT’s summary conclusion with this respect is also riddled with serious errors and does not even accord with its assessment that 46 <sup>th</sup> Avenue will be used almost exclusively in place of I-70.		D The reason there is a discussion of emergency access in the analysis of the I-270/I-76 reroute is that it is important to have more than one east-west highway choice since this part of Denver lacks through east-west connections. Also note that emergency providers also include hospital and fire.
D	iv) Emergency Access will be impeded by the lack of multiple east-west highway choices.  Emergency access to all parts of the city with some expedience is, of course, a matter of public safety. Currently, there are two police stations located along I-70 in this region: 1411 West 46 <sup>th</sup> Avenue and 3920 Holly Street. Presumably, police would use I-70 to access the area between the stations (a distance of 5.4 miles) and from 1411 West 46 <sup>th</sup> Avenue to Wadsworth Blvd. along I-70 (a distance of 4.4 miles). For virtually every other area under the jurisdiction of these two police stations, non-I-70 routes are more efficient. Thus, the impact on public safety access will be minimal or non-existent. While police may currently use I-70 to access locations not located on I-70, they can easily access these same locations using the existing grid of major streets with minimum or no delay. In addition, there are numerous other police stations in the Denver metropolitan area that do not have access to highways.		E CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. CDOT’s cost estimate for the I-270/I-76 Reroute Alternative was verified by Denver staff in March 2013.
E	v) The I-270/I-76 Reroute Alternative adds 12 miles of “major highway widening” and increases the cost of the project to \$4.0 billion.		F The Final EIS provides new information and context relevant to the resulting report, addressing many of the questions the American Planning Association’s Peer Review raises, in areas such as travel demand modeling or managed lanes. For information on CDOT’s use of the American Planning Association’s Peer Review, please see GEN4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  All traffic models used to evaluate alternatives were reviewed and approved by FHWA. For information on traffic forecasting and on the traffic models used for this project, please see TRANS5, TRANS6, and TRANS7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  The need for ten lanes is based on the future forecasted traffic within the corridor. For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
F	We consider both the estimates regarding miles of highway widening and increase in cost to be inaccurate. Attachment A is a letter from the American Planning Association’s (APA) Transportation Planning Division (TPD), dated October 15, 2014. Therein, the APA criticizes CDOT’s analysis of not only its own Preferred Alternative, but other Alternatives as well. The APA echoes some of this organization’s concerns when it mentions no clear discussion of the role of arterial and local streets (such as those listed in Paragraph A-B above), haphazard discussion of vehicle miles traveled out-of-direction without setting any goals (as discussed in Paragraphs A-C), and the lack of agreement on the role of the transportation network in the area. Among others, further items of concern include the use of outdated models to derive estimates, failing to test 8-lane alternatives for sufficiency and immediately jumping to the conclusion that 10 lanes are needed, and accounting for land use.  Without adequately testing 8-lane models using up-to-date modeling software, CDOT cannot hope to calculate a reasonable estimate for either miles of “major highway widening” or the projected cost thereof. Thus, we urge CDOT to utilize current software models to conduct such an analysis before projecting costs for additional lane miles. In the absence of an accurate reassessment, the projected costs for any of the proffered alternatives are bound to be misleading and inaccurate.		G CDOT recognizes that the I-70 East project runs through environmental justice communities and continues to work with these communities to ensure the best outcome for all stakeholders. The Preferred Alternative has been determined to minimize or mitigate air quality and other environmental justice concerns. For information on air quality and health, please see AQ1 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
G	vi) Numerous stakeholders object to the I-270/I-76 Reroute Alternative.		



Comments			Responses to Comments
Source: Letter	Document Number: 848	Name: Globeville Civic Association #2	
G	<p>As with any topic put to public comment, certain stakeholders are bound to object. CDOT specifically names the City of Commerce City, Adams County, North Area Transportation Alliance, and the Colorado Motor Carriers Association.</p> <p>However, numerous others have objected to the Preferred Alternative, and indeed, CDOT’s analysis in the 2008 DEIS and 2014 SDEIS. The APA letter at Attachment A is an example of such an objection to CDOT’s analysis and conclusions.</p> <p>On September 30, 2014, several Denver-area religious leaders, including faculty from the Iliff School of Theology, addressed a letter to CDOT regarding social and environmental justice issues related to the I-70 Project. The letter may be found at Attachment B. First, these Denver area religious leaders lodge “serious concerns” with CDOT’s proposal of widening I-70 in its current location, because doing so would cause “devastation” in the Globeville and Elyria and Swansea neighborhoods. Second, the letter points out that the City and County of Denver’s Health Impact Assessment found that individuals who are frequently within 500 feet of I-70 suffer adverse health effects due to excessive pollution. This has led to an asthma rate of 40% for these neighborhoods, as opposed to 28% city-wide. Both Swansea Elementary School and Garden Place Academy are contemplated to be within 500 feet of I-70, thus exposing the neighborhoods’ young children to excessive pollution and accompanying short- and long-term health risks. Last, the community religious leaders add that widening I-70 will exacerbate the social injustices perpetrated on these communities 50 years ago by further damaging their cohesiveness. CDOT’s Preferred Alternative, the Partial Cover Lowered Option, is deemed to be “bad engineering” because it “does not start with an understanding of neighborhoods and people.”</p>		
	H	<p>B. <u>CDOT’s Preferred Alternative has a Disparate Impact on the Hispanic/Latino Community of North Metro Denver</u></p> <p>In the current context, a “disparate impact” occurs when the project more heavily burdens an identifiable minority community and thus has a racially discriminatory result. First, Globeville and Elyria and Swansea constitute such a community because they are far more heavily populated by Hispanic/Latino persons than the other impacted areas. Second, CDOT’s Preferred Alternative more heavily burdens these two communities (Elyria and Swansea are considered one community). Thus, the Preferred Alternative has an environmental racially discriminatory result.</p> <p>In the most recent SDEIS of August 2014, CDOT sets forth the demographics of the impacted areas: Montbello, Gateway, Stapleton, Globeville, Elyria, and Swansea. CDOT notes at §5.2-18 that the “two oldest neighborhoods in the study area (Globeville and Elyria and Swansea) have the highest percentage of Hispanic and Latino residents. Both neighborhoods have numerous small markets, restaurants, and other businesses that cater to the Hispanic community.”</p>	
		H	<p>CDOT recognizes that the I-70 East project runs through environmental justice communities and continues to work with these communities to ensure the best outcome for all stakeholders. The Preferred Alternative has been determined to minimize or mitigate environmental justice concerns.</p> <p>The concerns presented in this comment have been adequately addressed in the Final EIS. For information on the Preferred Alternative highway cover, which was added to the project as an environmental justice mitigation, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on impacts to the Environmental Justice communities, please see EJ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on high and adverse impacts to the Environmental Justice communities, please see EJ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on Environmental Justice mitigation, please see EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>



Comments			Responses to Comments
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H	<p>Indeed, Elyria and Swansea have a Hispanic population that is 10%-55% greater than all of the other study areas except Globeville<sup>2</sup>. Globeville’s Hispanic/Latino population is 25-70% greater than the other study areas<sup>3</sup>. This is coupled with median household income that is at or below the poverty level for virtually all residents, and far lower in Globeville and Elyria and Swansea than in the other study neighborhoods, with the exception of Northeast Park Hill, which borders Elyria and Swansea, but is still more affluent<sup>4</sup>. To make matters even worse, Globeville, Elyria and Swansea also have some of the lowest growth rates of the study area<sup>5</sup>.</p> <p>Globeville and Elyria and Swansea are predominantly Hispanic/Latino communities, with far greater concentrations than any of the other impacted regions. The impact of the Preferred Alternative is greater on these two communities for various reasons, including that they will be more geographically separated from the rest of the city than the others. There are many other ways in which the community will be more adversely impacted as well. Therefore, the Preferred Alternative has a disparate impact on these Hispanic/Latino communities and is racially discriminatory.</p> <p>C. <u>CDOT Must Fully Reconsider and Reassess the I-76/I-270 Alternatives In Comparison to the Preferred Alternative with Respect to Social and Economic Fairness</u></p> <p>As described by CDOT, Globeville and Elyria and Swansea are particularly impacted because they are situated in an area that is surrounded by industry and cut off from the remainder of the Denver Metropolitan Area. The Preferred Alternative, an entrenched highway that requires the use of eminent domain to destroy the homes and businesses of this depressed, Hispanic/Latino area, threatens to isolate these communities entirely. This outcome is supported by the authors of the letter at Attachment B.</p> <p>Numerous studies conducted both in the United States and abroad demonstrate that geographic isolation is closely tied to high unemployment<sup>6</sup>. The promise of a coming RTD Transit Station at the National Western Stock Show complex, which CDOT has introduced as a mitigating factor to the increased isolation of these neighborhoods under its Preferred Alternative, is of little solace. The station is a 40-minute walk from Globeville and 20-30 minute walk from many parts of Elyria and Swansea. For a community in which motor vehicle ownership is estimated to be below 20%, the RTD Transit Station hardly offers a viable and conscionable alternative for transportation. By destroying Hispanic/Latino businesses that, in CDOT’s words, “support the Hispanic community,” it can be readily assumed that unemployment will continue to increase, adding to the economic depression already prevalent in these two communities.</p>		<p>The information on these pages has been reviewed. Responses to specific comments are included on the previous page.</p>
	<p><sup>2</sup> U.S. Census Bureau, 2011a, Table P4, “Hispanic or Latino Origin”</p> <p><sup>3</sup> <i>Id.</i></p> <p><sup>4</sup> U.S. Census Bureau, 2011b, Table B19013, “Median Household Income”</p> <p><sup>5</sup> U.S. Census Bureau, 2002, Table P001; 2011a, Table P1</p> <p><sup>6</sup> For a few such studies, see F. Andersson, “Job displacement and the duration of joblessness: The role of spatial mismatch”, National Bureau of Economic Research, 2014; and Kneebone, E. “The Growth and Spread of Concentrated Poverty 2000 to 2008-2012”, Brookings Institute, 2014.</p>		

Comments			Responses to Comments	
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I	D. <u>I-270/I-76 Reroute Alternatives are Favored Under §4(f)</u>			
	<p>Unfortunately, CDOT did not assess the §4(f) implications of the I-270/I-76 Reroute Alternative, as it was summarily eliminated in §3.5 of the August 2014 SDEIS. However, we believe that few or no §4(f) properties will be impacted, as the I-270/I-76 Reroute Alternative follows currently established routes. In comparison, CDOT’s analysis of its currently Preferred Alternative, the Partial Cover Lowered Option, is stated to impact 13 properties<sup>7</sup>. This figure is a bit misleading, as CDOT indicates, because one of these 13 properties is actually a district in which between 5 and 10 individual properties will be adversely impacted. Thus, a fair assessment of the total impact is not 13 properties, but in truth between 18 and 23 properties. In addition, the Preferred Alternative will demolish the Swansea Elementary School playground and bring the interstate to the doorsteps of both Swansea Elementary and have air pollution impacts to Garden Place Academy<sup>8</sup>.</p> <p>Total acreage is more difficult to compute as CDOT did not consistently reuse exhibits from the 2008 EIS in its 2014 SDEIS. However, according to one exhibit, the total acreage required for the Preferred Alternative is 88.9-89.4 acres<sup>9</sup>. Notably, this acreage comes at the expense of Globeville and Elyria and Swansea communities, whereas there is no (or minimal) expected acreage to be acquired using the I-270/I-76 Reroute Alternative, because it utilizes existing highways.</p>			
J	III. <u>Conclusion</u>			
	<p>The I-270/I-76 Reroute Alternative has been too hastily dismissed. Not only is the I-270/I-76 Reroute Alternative friendlier with respect to §4(f) properties, but it also corrects historic injustices perpetrated upon the Globeville and Elyria and Swansea communities, among others. We strongly recommend that CDOT reassess its current Preferred Alternative in light of APA recommendations, and include a full analysis of I-270/I-76 Reroute Alternative in future SDEIS publications.</p> <p>The Preferred Alternative proposed by CDOT is also racially discriminatory in that it more heavily burdens the primarily Hispanic/Latino neighborhoods of Globeville and Elyria and Swansea. The cursory analysis conducted on the I-270/I-76 Reroute Alternative in the 2014 SDEIS is insufficient to establish a complete administrative record, as required by the National Environmental Policy Act.</p> <p>Last, we appeal to the decision-maker on humanitarian grounds. CDOT, the City and County of Denver, and the State of Colorado have the opportunity to remedy an injustice perpetrated on several vital but nearly voiceless communities when I-70 was first constructed. As early as the 1950s, experts argued that the construction of massive freeways that trampled on urban</p>			
<p><sup>7</sup> CDOT, August 2014 SDEIS, Exhibit 8-61, “Historic resource and contributing property use”</p> <p><sup>8</sup> CDOT, August 2014 SDEIS at 8-82.</p> <p><sup>9</sup> CDOT, August 2014 SDEIS, Exhibit 8-62, “Relocation and land use impacts”</p>				
I CDOT did not assess the Section 4(f) impacts of the I-270/I-76 Reroute Alternative because it is not a reasonable alternative. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
Garden Place Elementary is more than 500 feet away from the freeway and is also located in an area where there will be minimal construction; therefore, it will not experience adverse air quality impacts.				
The Swansea Elementary School playground is not demolished by the Preferred Alternative. The Preferred Alternative will close Elizabeth Street from 46th Avenue to 47th Avenue and redesign/rebuild the playground. The redesign of the school will result in an increase in the playground acreage. The design includes new or replaced multi-purpose fields, sports courts, and school gardens. Additional shared space up to 4 acres may be available for school recreation in the area on top of the cover.				
The concerns presented in this comment have been adequately addressed in the Final EIS. For information on how construction impacts to Swansea Elementary School will be mitigated, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
For information on preserving the impacted historic properties, please see IMP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
For information on the Preferred Alternative’s property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
Responses continue on the following page.				



Comments			Responses to Comments
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J	<p>populations would cause widespread unemployment and blight<sup>10</sup>. These predictions have come true for Globeville and Elyria and Swansea, which once formed the industrial backbone of a rapidly growing state capital. Now, the Preferred Alternative paves over, under, and around this hard-working community even further by increasing its isolation through a trench highway. By contrast, consider the example offered by San Diego’s I-15/40<sup>th</sup> St. Freeway Project, which is noted in the APA letter at Attachment A. With strong community outreach and progressive planning techniques, the City of San Diego and California Department of Transportation created a 2.2-mile corridor that not only meets the purposes and needs of their expansion project, but also freed disadvantaged communities from the burden of a bisecting interstate highway. The APA was especially concerned with CDOT’s flawed methodology because it considers the I-70 Project to be “one of the most significant public infrastructure investments planned for metropolitan Denver,” and one which the relevant agencies have a strong duty to “get it right.”</p> <p>Moreover, the Preferred Alternative requires demolishing the playground of Swansea Elementary School, a school of 547 students of whom 91% are Hispanic/Latino. The so-called “Corridor of Opportunity” will be in reach of the students, whose classrooms will overlook the trench, but when these same students come home, they will find a neighborhood choked with pollution<sup>11</sup> and real opportunity, i.e. employment, almost unreachable. This is particularly heart-breaking as Swansea Elementary School recently obtained a “green rating” on the Denver Public Schools’ School Performance Framework, the second highest rating. For those who persevere, the stagnation of property prices since the initial construction of I-70 and the increased isolation will offer incentive to leave the community, for those who are able, thus dooming these communities to the same cycle of poverty. Indeed, even the small business owners who currently enhance Globeville and Elyria and Swansea are also provided with a disincentive: they are dispossessed of their businesses. The I-270/I-76 Reroute Alternative, on the other hand, is not expected to dispossess anyone of either home or business property, and supports existing local businesses and schools.</p> <p>The neighborhoods must have part of the revenue that is generated from the toll/managed lanes to provide home improvement loans, scholarships for the students, small business loans, and other financing options for the residents to help and maintain the neighborhoods. This can be done via a community bank operated by one of the non-profit organizations that are in the neighborhood.</p>		<p><b>J</b> Rerouting I-70 along I-270/I-76 was studied during the EIS process and was determined to not meet the purpose and need for the project; therefore, it was not considered a reasonable alternative and did not need to be studied further. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The Swansea Elementary School playground is not demolished by the Preferred Alternative. The Preferred Alternative will close Elizabeth Street from 46th Avenue to 47th Avenue and redesign/rebuild the playground. The redesign of the school will result in an increase in the playground acreage. The design includes new or replaced multi-purpose fields, sports courts, and school gardens. Additional share space up to 4 acres may also be available for school recreation in the area on top of the cover. For more information on the Preferred Alternative highway cover, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>CDOT recognizes that the I-70 East project runs through environmental justice communities and continues to work with these communities to ensure the best outcome for all stakeholders. For information on environmental justice impacts and mitigation, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The air quality analysis performed for the Final EIS shows that emissions of most pollutants will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. For information on air quality and health, please see AQ1 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on toll revenue use, please see FUND4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>CDOT is working to help ensure that the I-70 East project can help create employment opportunities for local communities. For information on employment opportunities in the area, please see GEN5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on property impacts, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
	<p><sup>10</sup> There are innumerable studies on the advantages of modern freeway planning, and the pitfalls of constructing massive freeways directly through urban areas. For one such discussion, see Norquist, John. “The Wealth of Cities.” Addison-Wesley: Reading, Mass. 1998 at 153-207. John Norquist is a several-term former mayor of Milwaukee who not only revitalized his cities, but did so by restructuring freeways and killing mega-freeway projects such as the Partial Cover Lowered Option.</p> <p><sup>11</sup> According to a July 2014 Seminar recorded and disseminated by Reimaginel-70.com, rates of asthma in our two communities are above 40%, whereas the city-wide rate is merely 28%.</p> <p>For these reasons, we respectfully request that CDOT reassess the I-270/I-76 Alternatives vis-à-vis its currently Preferred Alternative, and conduct a full reassessment of its current Preferred Alternative, in line with the recommendations made by the APA.</p>		



Comments			Responses to Comments
Source: Submittal	Document Number: 780	Name: Globeville Elyria Swansea Housing Advisory Group	
<p>Welcome: <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Globeville Elyria Swansea Housing Advisory Group"</p> <p>Date: Fri, October 31, 2014 10:13 pm</p> <p>To: <a href="mailto:webmastercc@i-70east.com">webmastercc@i-70east.com</a> (<a href="#">more</a>)</p> <p>Priority: Normal</p> <p>A</p> <p>Dear Colorado Department of Transportation</p> <p>The Globeville, Elyria and Swansea Housing Advisory Group is comprised of non-profits and affordable housing providers in order to ensure that safe, decent and affordable housing is available and the Globeville, Elyria and Swansea (GES) communities continue to thrive. In response to the Supplemental Draft Environmental Impact Statement from the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) to renovate I-70 East between Brighton Blvd and Tower Road, the Globeville, Elyria and Swansea Housing Advisory Group has prepared the attached comments. In addition to preparing comments on the housing section of the EIS document, the GES Housing Advisory will continue to meet and work to implement housing mitigation needed as a result of the construction and future structure of the highway. The continued effort will include the Elyria Swansea Housing Replacement and Viability Study to further research appropriate replacement housing and improvements. The study will have an energy efficiency and environmental quality portion with the goal of leveraging replacement housing and creating improved housing communities to better serve the GES neighborhoods. The GES Housing Advisory Group is committed to working with CDOT and FHWA to design and build more efficient replacement housing and support critical repairs/improvements to many Elyria Swansea families biggest investment--their homes. We believe the improved housing solutions will positively affect the impacted neighborhoods and to achieve important mitigation in line with neighborhood desires. We propose that the funding allocated for housing mitigations be granted to the Denver Office of Economic Development to then be disbursed through a fair process that maximizes resources. We hope this letter is met with the best intentions as our group is committed to providing the best housing solutions for all parties involved. This group is organized and prepared to work with CDOT, and we will share the results of the study and details of recommendations as soon as the study is completed, and before the FEIS is released.</p> <p>Sincerely,</p> <p>The GES Housing Advisory Group Councilwoman Judy H. Montero, City Council District 9 Denver Office of Economic Development Denver Community Planning and Development Denver Housing Authority Habitat for Humanity CRHDC Denver Urban Renewal Authority Northeast Denver Housing Center Urban Land Conservancy</p>			<p>A Comment noted.</p>

Comments			Responses to Comments
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B	The social, environmental and economic effects of CDOT's preferred alternative as described in the Draft Supplemental EIS on the residents of Globeville, Elyria and Swansea have been grossly underestimated. The I-70 East preferred alternative, including the mitigations described, will have disproportionately high and adverse human health and environmental effects on the minority and low income populations of these communities. The following changes must be made to mitigate the negative effects on the residents of Globeville, Elyria and Swansea the I-70 East project will have, and ensure compliance with Title VI of the Civil Rights Act of 1964.		<p><b>B</b> The cover concept was developed to mitigate environmental justice impacts of the highway. For information on the cover, which was incorporated into the project as an environmental justice mitigation, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The EIS acknowledges the vulnerable nature of the communities in which the I-70 East project passes through and meets or exceeds all requirements for environmental justice communities. For information on impacts to the Environmental Justice communities, please see EJ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
C	DEIS section on Impact Mitigation 5.22-2, 49-53, residential relocations DEIS: CDOT is planning a replacement housing effort with partners such as CRHDC, DHA, OED to assist in housing improvement loans and grant programs in the impacted area. CDOT should rely on the knowledge and expertise of the affordable housing community, structured as the Globeville/Elyria/Swansea Housing Group (GES Housing Advisory Group), to plan replacement housing efforts. Funding should be provided to the Denver Office of Economic Development in the form of a grant to be disbursed to affordable housing providers.		<p><b>C</b> CDOT has been coordinating with the GES Housing Advisory Group and Denver and will continue that coordination throughout the project. For information on property impacts and relocations, please see PROP2 Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
D	5.22-3: Provide homeowners the opportunity to improve homes that are close to the highway construction between 45th and 47th Avenue. A large portion of Denver's low income and minority residents live within 500 feet of the area heavily impacted by the I-70 East reconstruction. This project must not negatively impact these residents health, quality of life, or economic investment. All residents living within 500 feet of the highway reconstruction should have access to affordable home repair and improvement opportunities. Qualified housing improvements should increase air quality, noise reduction, affordable housing preservation, and resident retention rate. The GES Hosuing Group is conducting a Housing Replacement and Viability Study to further research appropriate replacement and improvements with with potential for more efficient housing solutions. The results of this study will determine the scale and home improvements to mitigate the disproportionately high adverse impacts on low income and minority populations of Globeville, Elyria and Swansea. All housing rehabilitation funds should be channeled through the Denver Office of Economic Development who will work with GES Housing Advisory Groupa and other non-profit housing providers to ensure an open, fair and coordinated process. Funds should be disbursed prior to construction to facilitate resident retention and maintain reasonable quality of life standards during construction.		<p><b>D</b> Mitigation specific to the Preferred Alternative will be to provide residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—interior storm windows and two free portable or window-mounted air conditioning units with air filtration for dust and noise impacts during construction, and assistance for the potential additional utility costs during construction.</p> <p>For more information about CDOT’s plans to offset project impacts, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
E	5.22-3: Replace some lost low income housing units in the community. The viability of the Globeville, Elyria and Swansea neighborhoods and the health of the residents in these communities is threatened by the I-70 East reconstruction. In order that these neighborhoods continue to thrive socially and economically, a minimum of 100% of 53 housing units lost due to this project must be replaced (estimated \$12-15 million). In addition, it is the GES Housing Group's belief that a greater than one ratio of units lost to replaced is beneficial to the community and would improve housing conditions and value associated with the I-70 improvements done by CDOT. Follow guidelines of the Housing Replacement and Viability Study results		<p>It has not yet been determined how mitigation will be implemented; however, all mitigation for construction impacts, including dust and noise, will be implemented before construction begins.</p> <p>CDOT has been coordinating with the GES Housing Advisory Group and Denver and will continue that coordination throughout the project.</p> <p><b>E</b> Funding will be provided to offset the loss of some residential units in the neighborhood. For information on the replenishment of housing stock in the impacted neighborhood, please see PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. It has not yet been determined how these funds will be disbursed.</p>

Comments			Responses to Comments
Source: Submittal	Document Number: 780	Name: Globeville Elyria Swansea Housing Advisory Group	
E	and work done by the GES Housing Advisory group to define potential ratios and the associated benefits in order to mitigate for the disproportionately high adverse impacts on low income and minority populations of Globeville, Elyria and Swansea. In order to retain residents and maintain the character of the neighborhood, it will be important to maintain the same type of units that are being lost, including single family homes and number of bedrooms.		F It has not yet been determined how funds will be disbursed for housing mitigation.
F	Oversight and leverage of funds All housing construction funds should be channeled through Denver Office of Economic Development who will work with Globeville/Elyria/Swansea Housing Advisory Group and other non-profit housing providers to ensure an open, fair and coordinated process.		G The project will follow the CDOT and FHWA noise policy to identify and provide reasonable and feasible noise mitigation. For information on how traffic noise will be minimized after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
G	Build noise walls to reduce noise Residents of Globeville, Elyria and Swansea must not experience highway noise that exceeds the allowable NAC threshold. CDOT must ensure that no dwelling units or community gather places exceed the NAC threshold. Additionally, CDOT must ensure that NAC thresholds will not be exceeded in areas targeted for replacement housing and community investment projects. According to the recent Health Impact Assessment, the Globeville, Elyria and Swansea residents in close proximity to I-70 between I-25 and Colorado Blvd are already exposed to noise levels that exceed 55 dbs, the level of noise the EPA states can interfere with daily activities and have adverse impacts on sleep, work and school performance, and increase the risk of cardio vascular disease. These negative impacts must be mitigated.		H There are no significant impacts that are associated with the project itself that would justify this mitigation. For more information on relocation of residences that will not be acquired by the project, please see PROP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
H	Relocation Relocation services should be offered to any residents within 500 feet of the highway.		



Comments			Comments		
Source: Submittal	Document Number: 733	Name: Globeville, Elyria, Swansea Organizers Group	Source: Submittal	Document Number: 733	Name: Globeville, Elyria, Swansea Organizers Group
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Public Comment on I70 SDEIS</div> <div><div>From: "Cleaves, Rachel"</div><div>Date: Fri, October 31, 2014 3:14 pm</div><div>To: "contactus@i-70east.com" &lt;contactus@i-70east.com&gt;</div><div>Cc: "</div><div>Priority: High</div><div>Read requested [Send read receipt now]</div><div>receipt:</div></div> <div>To whom it may concern,</div> <div>Attached is an official public comment on the I-70 East Supplemental Draft Environmental Impact Statement, sent on behalf of 185 residents, Councilwoman Judy Montero, Councilwoman Deborah Ortega, Councilman Albus Brooks, Focus Points Family Resource Center, The GrowHaus, Globeville Elyria Swansea LiveWell, Groundwork Denver, and FRESC.</div> <div>Thank you for your attention.</div> <div>Sincerely,</div> <div>Globeville, Elyria, Swansea Organizers Group</div>			<div>I-70 Supplemental Draft Environmental Impact Statement List of Mitigations</div> <div>Public Comment</div> <div>INTRODUCTION</div> <div>The expansion of I-70 as described in CDOT's 2014 Supplemental Environmental Impact Assessment will increase the number of cars, in general, between 30 - 50% (ES-9). There will be an increase in air emissions, increased noise pollution, decreased connectivity to the rest of Denver, and displacing businesses and homes, including food stores. The highway reduces neighborhood aesthetics and property values. Therefore, the following mitigations to the widening of I-70 must be made by CDOT to counteract the negative effects of the widening of I-70 through Elyria-Swansea.</div> <div>AIR QUALITY</div> <div><div>1. Air monitoring before, during and after construction.</div><div>2. Monitoring all pollutants harmful to human health associated with the highway (full-spectrum monitoring) at Swansea School.</div><div>3. Providing funds for a community-based organization to hire an air quality monitoring expert to report to and advise the community.</div><div>4. Installing advanced air ventilation and filtrations systems at Swansea, Garden Place and home within 500 feet of highway. CDOT should continue to fund the maintenance and operational costs of these systems for the lifetime of the highway.</div><div>5. Funding education programs about how to avoid contaminated air from entering homes and schools, which should be offered at least once per year, for the lifetime of the highway.</div><div>6. Planting trees to up-take pollutants throughout the impact zone, and install green roofs.</div><div>7. Establishing air quality levels and triggers for immediate action should pollution levels be exceeded.</div><div>8. To ensure that lead and arsenic are not disturbed and deposited in homes during the construction period, sampling for lead and arsenic in construction zones and homes and should remediate any impacts by cleaning-up contaminated homes to state standards.</div><div>9. Reducing the footprint of the highway by narrowing lanes and reducing lanes between Colorado Blvd and Brighton.</div><div>10. Providing alternative for trucks between 52<sup>nd</sup> and Vasquez at further north. Discouraging truck and all traffic out of the neighborhood by eliminating traffic out of the frontage roads and neighborhood streets. Especially near Swansea School.</div><div>11. Building full interchange at Colorado Blvd and remove Vasquez interchange.</div><div>12. Limiting truck access to I-70 and instead send trucks out of the inhabited areas by using signage and enforcement to route through trucks on to 270 &amp; 76.</div><div>13. Establishing truck routes for local delivery and enforce them, limiting trucks on neighborhood streets and near schools.</div><div>14. Paying for improvements to doors and windows of all homes and businesses within 500 feet of the highway. It is not sufficient to facilitate loans as the harm is coming from CDOT and the cost of this harm should be borne by CDOT.</div></div> <div>RELOCATION / HOUSING</div>		

The information in the cover letter is noted. Responses to specific comments are included on the following pages.

Comments			Comments		
Source: Submittal	Document Number: 733	Name: Globeville, Elyria, Swansea Organizers Group	Source: Submittal	Document Number: 733	Name: Globeville, Elyria, Swansea Organizers Group
<p><i>I-70 Supplemental Draft Environmental Impact Statement List of Mitigations</i></p> <p><i>Public Comment</i></p> <p>15. Giving re-location assistance to homes that were not 500 feet from I-70 before the widening, but become 500 feet from I-70.</p> <p>16. In order to retain residents in the neighborhood and encourage new families to move in, committing to replacing the 49-53 housing units lost in Elyria and Swansea due to highway construction with 3 affordable housing units for every one unit lost. Additionally affordable homeownership units should be replaced with affordable homeownership options and affordable rental units should be replaced with affordable rental options.</p> <p>17. Providing grant funding to residents living between 45th and 47th street to make improvements to their homes that will enhance their quality of life and reduce noise and air quality impacts of the highway.</p> <p>18. In order to encourage Elyria and Swansea residents to stay in the community and weather the adverse impacts of construction, providing grant funding to residents to make improvements to their housing.</p> <p><b>AMENITIES</b></p> <p>19. Funding the construction of a new regional recreation center in Elyria-Swansea to provide a space indoors with clean air for physical activity. The price of the Regional Rec Center should be affordable for all residents, and the opening of the center should not result in the closing of centers in nearby neighborhoods.</p> <p>20. Funding a new health clinic to be constructed.</p> <p>21. Funding the establishment of a new supermarket and pharmacy in the immediate GES area to improve the health of the community and curb the chronic health complications that are pervasive in the community.</p> <p>22. Creating a 500-foot buffer around the school and no construction should occur in that buffer during school hours. This will mitigation the air emissions and noise pollution associated with the construction.</p> <p>23. Building walls that mitigate for all highway noise pollution increased by the alternative.</p> <p>24. Not exceeding the maximum NAC threshold. (Noise). It is set for the health of the neighborhoods.</p> <p>25. Establishing a business development fund, housing fund, maintenance fund, and cap maintenance fund.</p> <p>26. Providing art funds to local organizations or agencies, not to CDOT for art proects.</p> <p><b>CONNECTIVITY</b></p> <p>27. Making sure trucks and traffic are not diverted onto neighborhood streets during construction and after the reconfigured Interstate opens. There should be an alternative route for trucks between 52nd and Vasquez, to divert them onto Colorado Boulevard and away from the neighborhood.</p> <p>28. Discouraging traffic on the frontage roads from using neighborhood streets as short cuts, especially near Swansea Elementary School. Some drivers may be tempted to use neighborhood streets to avoid traffic problems on the Interstate when construction commences. Making sure this does not happen must be a top priority. This is a crucial issue for neighborhood livability and to protect children as they walk to and from school.</p> <p>29. Funding the construction of sidewalks, bike paths and other amenities that can help better link residents to their neighbors. Elyria-Swansea has long suffered from a lack of connectivity within the neighborhood and with adjacent neighborhoods due to the highway.</p>			<p><i>I-70 Supplemental Draft Environmental Impact Statement List of Mitigations</i></p> <p><i>Public Comment</i></p> <p><b>ECONOMY</b></p> <p>30. Retaining and creating jobs</p> <p>31. Providing Job Training and Workforce Development</p> <p>32. Developing Business Initiatives</p> <p>33. Providing Education, Scholarships and Apprenticeship Opportunities</p> <p>34. Supporting a vibrant retail core, including neighborhood retail for residents</p> <p>35. Establishing a Resource center to deliver social services, grow existing businesses, provide technical assistance, and build relationships between residents, partners and stakeholders</p> <p>36. Providing Apprenticeship programs to equip residents with on-the-job experience</p> <p>37. Giving preference for Local sub-contracting – local businesses as subcontractors</p> <p>38. Sourcing Local Products</p> <p>39. Hiring with an ITIN number, not just a social security</p> <p>40. Supporting displaced and affected businesses from the I-70 project</p> <p>41. Guaranteeing the allocation of funding toward innovative programs that teach and support meaningful, culturally relevant, and sustainable economic opportunities available to residents and business owners in Elyria-Swansea.</p> <p>42. Prioritizing investment in creating commercial density and supporting existing small neighborhood businesses</p> <p><b>ENVIRONMENTAL JUSTICE</b></p> <p>43. The mitigation should be equal to the impact regardless of cost. This is an environmental justice community.</p> <p>44. Money for maintenance of all improvements.</p>		

These pages were included as an attachment to the comment and have been reviewed.

Comments

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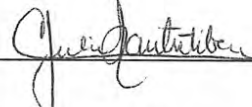

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9/18/2014

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Julia Santisteban		10-30-14		✓	✓
R. Gabriela Medina		10-30-14		✓	✓
Monica Balbuena	Monica Balbuena	10-30-14		✓	✓
Guadalupe Rodriguez	Guadalupe Rodriguez	10/30/14		✓	✓
Maria Fernandez	Maria Fernandez	10/30/14		✓	✓
Luis Cardenas	Luis Cardenas	10/30/14		✓	✓
Laura Anaya	Laura Anaya	10/30/14		✓	✓
Jessica Gamboa	Jessica Gamboa	10/30/14		✓	✓

3

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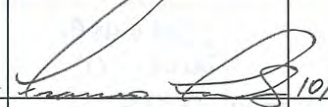
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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Nestora Duran	Nestora Duran	10/30/14		Swansea	✓
Francisco Fernandez		10/30/14			✓
Heather Beemen	Heather Beemen	10/30/14			✓
Ricardo Castellanos	Ricardo Castellanos	10-30/14			✓
Rosa Castellanos	Rosa Castellanos	10/30/14			✓
Ana Moreno	Ana Moreno	10/30/14			✓
MANUEL MORANO	Manuel Morano	10/30/14			✓
EFRAIN FERNANDEZ	Efrain Fernandez	10/30/14			✓

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Jaime Perez	Jaime Perez	Oct 13/14			
Carmela Casillas		Oct 07/14			✓
Paula Hernandez	Paula HDZ	Oct 7/14			✓
Gabriel Hernandez	Gabriel HDZ	Oct 7/14			✓
Shaceli Martinez	Shaceli Martinez	Oct 7/14			✓
Maria de la Luz Jimenez	Maria de la Luz Jimenez	Oct 7/14			✓
Mary Ramos	Mary Ramos	10/7/14			✓
Maricela Lorenzo	Maricela Lorenzo	10/7/14			✓

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Francisco Hernandez		10/9/14			
Elica Delgado		10-9-14			✓
Thony Gabriel		10-9-14			✓

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Hilda Aguilera		10-30-14		Yes	✓
Cecilia Cabral		10-30-14		Yes	✓
Elvira Rivera		10-30-14		Yes	✓
Amy Janssen		10/31/14		yes	✓
	Olivia	10/31/14		Denver	✓
	Crystal	10/31/14		Denver	✓
Dennis Taylor		10/31/14		ATLANTA	✓
TARA Admire		10/31/14		Denver	✓

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Carolne Foran		10/2/14		Swansea	✓
Megan Kennedy		10/2/14		Swansea	✓
Sarah Schmentgen		10/2/14		Swansea	✓
Roslyn Rudnick		10/2/14		Swansea	✓
Jack Katz		10/3/14		Swansea	✓
Greg Reed	Greg Reed via change.org petition	10/16/14		Denver CO	✓
Rosa Snyder	via change.org petition	10/16/14		Denver CO	✓

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
C. Benzel Jimmerson		10/30/2014		5 points NE Denver	X
YESENIA GARCIA	YESENIA GARCIA	10/30/14		DENVER	X
James Brown		10/30/14		Denver	X
Steve Baulda	Via change.org petition	10/27/14		Elyria	X
Alejandro Henao	Via change.org petition	10/27/14		Westminster	X
Martha Medrano	Via change.org petition	10/27/14		Denver	X
Shanese Mitchell	Via change.org petition	10/28/14		Denver Pembroke Pines	X

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Amy Roybal		10/30/14		Denver North east	✓
Maria Bles	Maria Bles	10/30/14			✓
Ana Aranda	Ana Aranda	10/30/14		Denver	✓
Holliday A.	Holliday Aguilar	10/30/14		Denver	✓
Max Aguilar		10/30/14		Denver	✓

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Brenda Sosa		10/31/14		Clayton	
Graciela Hernandez	Graciela Hernandez	10/31/14		cole	X
Raul Padilla	Raul Padilla	10/31/14			✓
Carolina Perez	C. Perez	10/31/14		Clayton	✓

4

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
MARY QUINTANA	MAXINE has power of attorney for Mary AND MUST SIGN ANY DOCUMENT.	10/2		SWANSEA	
JUAN CALZADA	Juan Calzada	10/2		SWANSEA	✓
JUAN CALZADA, JR	Juan Calzada Jr	10/2		SWANSEA	✓
JESUS SANCHEZ	Jesus Sanchez	10/2		SWANSEA	✓
Joseph Crawford	J/C	10/2		Swansea	X
MAYRA LOPEZ	Mayra Lopez	10/4		SWANSEA	X
PATRICIA ACOSTA	Patricia Acosta	10/4		SWANSEA	X
MICHELLE ZUNIGA	m/z	10/9		Bay Park	✓

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Name	Signature	Date	Address	Neighbor hood	Mark here to sign letter
Alazon Pando		10/1/14		Swansea	✓
Ermila Rodriguez		10-1-14		Swansea	✓
America Hernandez	America Hernandez	10-1-14		Swansea	x
Isaiah Gutierrez		10-1-14		Swansea	✓
Moses Narez		10-1-14		Swansea	✓
Gindy Flores		10/01/14		Swansea	✓
Maria Padilla		10-1-14		Swansea	✓

4

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Por Firmar abajo, yo certifico soja que más de 18 Años de EDAD. Yo certifico Que Mi nombre Se Puede agregar de Como signatario de la ONU aceptando el Contenido of this carta, Presentado Sera Que un CDOT de Como instancia de parte de los comentarios Públicos Oficiales Durante la DECLARACIÓN de Impacto Ambiental del Proyecto.

Name/nombre	Signature/firma	Date/ fecha	Address/ direccion	Neighbor Hood/ barrio	Mark here to sign letter/ Marca aca Para firmar carta
NARCISO GLOVEZ		10/04/14		Elyria Swansea	x
Guterres Rodriguez		10/4/14		Elyria Swansea	✓
Pedro Perez	x	10/4/14		Elyria Swansea	✓
Cruz Lavalle		10-04-14			✓
Luz Lomeli		10/4/14		Elyria Swansea	x
Anna Flores		10-04-14		Elyria Swansea	x
George		10-1-14			x
Wendy Hawthorne		10/9/14		Sunnyside	x

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Reina Sancedo	Reina Sancedo	10-28-14			✓																																																						
Ashley McWhorter	Ashley McWhorter	10/28/14		clayton	✓																																																						
Patricia Muriel	Patricia Muriel	10-28-14			✓																																																						
Justine Romero	Justine Romero	10-28-14		Globeville	✓																																																						
Michael Romero	Michael Romero	10-28-14		Globeville	✓																																																						



Comments

Source: Submittal

Document Number: 733

Name: Globeville, Elyria, Swansea Organizers Group

I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter  
9/23/2014

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Laura Flores	Laura Flores	10-28-14		Si	✓
Patricia Rivera	Patricia Rivera	10/28/14		Si	✓
Ramona Amador	Ramona Amador	10-30-14		Si	✓
Hope Gallegos	Hope Gallegos	10-30-14		swansea	✓
Miguel Aguilera	Miguel Aguilera	10-30/14			✓
Isela Sanchez	Isela Sanchez	10/30/14		SWANSEA	✓
Luz Lemel	Luz Lemel	10/30/14		Swansea	✓
DARRYL MURRAY	DARRYL MURRAY	10/30/14		SUNNYSIDE	✓

6

These pages were included as an attachment to the comment and have been reviewed.

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Brenda Duran	Brenda Duran	10-28-14		Thornton	✓
Barbara Johnson	Barbara Johnson	10/28/14		Cole	✓
Edgar Peña	Edgar Peña	10-28-14			✓
Gabriel Barrera	Gabriel Barrera	10-28-14			✓
Maria Torres	Maria Torres	10-28-14			✓
Rosa Amaro	Rosa Amaro	10/28/14		Yes	✓
Ma Teresa	Ma Teresa	10/28/14			✓
Jolietta	Jolietta	10/28/14			✓

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Comments

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Eliusa It DOMINQUEZ		10/28/14			
Martha Herrera		10/28/14			✓
Josefina Arriaga		10-28-14		Si	✓
Gloria Diaz		10/28/14		Si	✓
Rosalia Miramontes		10/28/14			✓
Marya Manillo		10/28/14		Si	✓
Pamela Cisneros		10/28/14		Si	✓
Leona Gonzal		10/28/14			✓

8

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Dan Glavin		9/20/14		Cap Hill	✓
Brittany Kicker		9/20/14		Centennial	✓
Tyler Henger		9/20/14		Colorado Springs	✓
Deloria Kelly		9-20-14			✓
Kate Stecklein		9/20/14		Dayton Triangle	✓
Valente Plasitas		9-20-14		Swansea	
Erin Muchow		9/20/14		4th Ward Heights	✓
Mario Sandoval		9/20/14		Clayton	✓

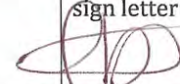
5



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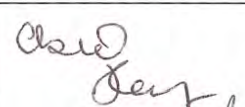
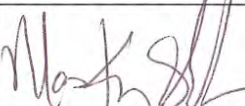
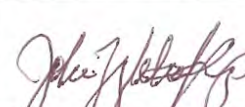
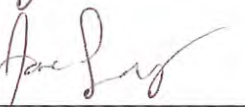
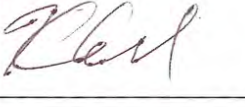
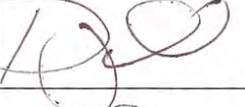
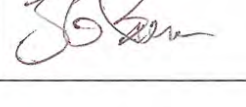
Name	Signature	Date	Address	Neighbor hood	Mark here to sign letter
Stacey Douglas-Harris		9/20/14		Cap Hill	
Michael Douglas-Harris		9/20/14		Capitol Hill	
Laura Lara	Laura Lara	9-20-14		Cap Hill	✓
Adan Sancedo		9-20-14		Swansea	✓
Juanita Casillas		9-20-14		Globeville	✓
Ashley Boren		9/20/14		Virginia Village	✓
TAYLOR BERT		9/20/14		VIRGINIA VILLAGE	TD
Cristina Lopez		9/20/14		Park Hill	✓

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Name	Signature	Date	Address	Neighbor hood	Mark here to sign letter
Esmeralda Dela Oliva		9/20		okane	✓
Asia Dorsey		9/20		Sloans Lake	✓
Marcus King-Stockton		9/20		Five points	✓
John Weten Kamp		9/20		Congress Park	✓
Jose SANCHEZ		9/20		East side	✓
Kathryn Estabrook		9/20		Congress Park	✓
DOUG MOEHKE		9/20		Curtis park	✓
Johnathan Bonner		9/20		?	✓




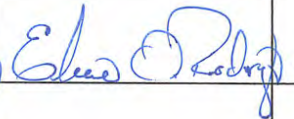
Comments

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Ben Nelson		10-28-14		Swansea	<input checked="" type="checkbox"/>
Angelica Bustillos	via change.org petition	10/25/14		Denver CO	<input checked="" type="checkbox"/>
David Claypool	via change.org petition	10/25/14		Denver CO	<input checked="" type="checkbox"/>
Katie McKenna	via change.org	10/25/14		Globeville	<input checked="" type="checkbox"/>
Elisa O. Rodriguez		10/31/14		Denver CO	<input checked="" type="checkbox"/>

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Comments

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Elida Hermosillo		10-1-14		Swansea	<input checked="" type="checkbox"/>

5

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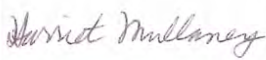

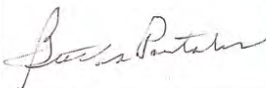
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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Dulce Saenz		10-16-14		Virginia Village	X
Harriet Mullaney		10/17/14		Park Hill	X
Greg Hahl		10-17		NE Park Hill	X
Betha Butcher		10-17		Burnside	X

4

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[illegible]

7



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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
Ileana Arrieta		10/23/14	[Redacted]	Globeville	X
Ma Elena Rodriguez		10/23/14	[Redacted]	Globeville	X
Leticia Hernandez		10/23/14	[Redacted]	Globeville	X
Josefina Garcia		10/23/14	[Redacted]	Globeville	X
Eric Campos		10/23/14	[Redacted]	Elyria	✓
TERESA ARRIETA		10/23/14	[Redacted]	Elyria	✓
Marcela Mayorga		10/26/14	[Redacted]	Greenwood Village	✓
EDUARDO MAYORGA		10/26/14	[Redacted]	Glendale	✓

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Name	Signature	Date	Address	Neighborhood	Mark here to sign letter
JUAN ARRIETA		10/26/14	[Redacted]	[Redacted]	✓
Giselle Cosme		10/27/14	[Redacted]	[Redacted]	✓
Nuria Garcia		10/27/14	[Redacted]	Belmar	✓
Martha P. Martinon		10/28/14	[Redacted]	Swancie	✓
Rosa Peña		10/29/14	[Redacted]	Barnum	✓
Rocio Mendoza		10/29/14	[Redacted]	Barnum	✓
		10/29/14	[Redacted]	Globeville	✓
Victor Melendez		10/29/14	[Redacted]	Globeville	✓



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Comments			Responses to Comments
Source:	Submittal	Document Number: 733	Name: Globeville, Elyria, Swansea Organizers Group
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Comments			Responses to Comments
Source:	Submittal	Document Number: 733      Name: Globeville, Elyria, Swansea Organizers Group	
	<p><i>I-70 East Supplemental Environmental Impact Statement Globeville, Elyria-Swansea Organizers Group Public Comment</i></p>		
	<p>Air quality concerns are not limited to exposure to criteria pollutants. In addition to EPA criteria pollutants, there is danger from ultra-fine particulate matter has on the lungs of small children, and other pollutants. A robust monitoring program is necessary to protect the neighborhood. Add to the list of pollutants to be analyzed include:</p> <ul style="list-style-type: none"><li>• NOx (oxides of nitrogen);</li><li>• NO2 (nitrogen dioxide);</li><li>• PM2.5 (particulate matter 2.5 micrometers)</li><li>• PM10(particulate matter 10 micrometers)</li><li>• CO (carbon monoxide);</li><li>• Black Carbon (continuous monitored);</li><li>• BTEX (benzene-toluene-ethylbenzene-zylene);</li><li>• Ultrafine Particles or estimate thereof by correlation to Black Carbon;</li><li>• Meteorology.</li></ul>		<p><b>D</b> CDOT will not retain a person as a third party monitor for air quality. For information on air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on transportation-related pollutants, including PM2.5 and NO2, please see AQ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
<b>C</b>	<p>The SDEIS should address the new primary annual PM2.5 NAAQS; review recent PM2.5 levels and forecast appropriate background levels of the project consistent with the revised PM2.5 NAAQS; and assess impacts of the project on maintaining PM2.5 attainment.</p> <p>The statement that particulate matter is not a major component of emissions from gasoline-powered vehicles is misleading and does not recognize the significant negative impacts particulates and especially ultrafine particulate matters have on human health. Ultrafine particulate matter has negative health impacts. The main exposure is through inhalation where they are deposited in the lungs and have the ability to penetrate tissue or to be absorbed into the bloodstream. Although there is not a current federal standard for ultrafine particulates, over the past 30 years, a large body of scientific literature has emerged that provides evidence of associations between short-term and long-term exposures to ambient particulate matter and increased mortality and hospitalization from cardiovascular and respiratory diseases Motor vehicles, especially those powered by diesel engines have often been cited as a leading source of ambient UFP emissions and of human exposure. (Understanding the Health Effects of Ambient Ultrafine Particles, HEI Perspectives 3, January 13). The same report concludes that in urban areas, particularly in proximity to major roads, motor vehicle exhaust can be identified as the major contributor to UFP concentrations. Diesel vehicles have been found to contribute substantially, sometimes in disproportionate to their numbers in the vehicle fleet. (AQ)</p>		<p><b>E</b> For all alternatives in the Final EIS, CDOT will provide a new HVAC system, doors, and windows for Swansea Elementary to help mitigate the dust and noise expected during the construction period. The HVAC system will be designed to meet Swansea Elementary School’s standards. CDOT will not provide operations and maintenance costs to the school for the system.</p> <p>No air quality impacts from the project are expected at Garden Place Elementary because it is more than 500 feet from I-25 and I-70 and is located in a minimal construction area; see Section 5.10, Air Quality, of the Final EIS for more information on the analysis.</p> <p>Mitigation specific to the Preferred Alternative will be to provide residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—interior storm windows and two free portable or window-mounted air conditioning units with air filtration for dust and noise impacts during construction, and assistance for the potential additional utility costs during construction. CDOT will only provide operations and maintenance costs for the air conditioning units during the construction period.</p> <p>For more information on air quality in the project area, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
<b>D</b>	<p><b>3. Providing funds for a community-based organization to hire an air quality monitoring expert to report to and advise the community.</b></p> <p>To assure residents of this Environmental Justice Community that best practices are being used to model, monitor and mitigate air quality impacts a third-party air quality monitoring expert responsible to a community-based organization must be retained. It is clear from CDOT’s SDEIS, in which they did not analyze NOx or PM2.5, that an independent agency for public health and air quality must be hired by CDOT to assist the neighborhood in presenting their interests. (AQ)</p>		
<b>E</b>	<p><b>4. Installing advanced air ventilation and filtrations systems at Swansea, Garden Place and home within 500 feet of highway. CDOT should continue to fund the maintenance and operational costs of these systems for the lifetime of the highway.</b></p> <p>The most negative impacts occur within 500 feet of the roadway. To mitigate this impact Swansea School, Garden Place School and residents with 500 feet of the roadway must be provided air sealing, and advanced air ventilation and filtration systems with operational costs, maintenance and replacement as needed during the life of the highway. An energy efficiency program including retrofit of doors, window upgrades, insulation and sealing of the homes, and installation of heat recovery</p>		



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<p><i>I-70 East Supplemental Environmental Impact Statement Globeville, Elyria-Swansea Organizers Group Public Comment</i></p> <p><b>E</b>      ventilation within 500’ and the two schools must be undertaken at no cost to the residents to reduce outdoor air infiltration.</p> <p>The Garden Place School is not currently slated to receive any mitigation from CDOT. However, the school is within the impact area of both I-70 and I-25. The widening of I-70 which narrows again at Garden Place, will most certainly result in a bottle-neck at Garden Place school. The school has no air conditioning and the windows are left open many days, resulting in highway-related contaminants affecting the lungs of children on a daily basis. CDOT must air seal and install a filtration and HVAC system at the school to mitigate the increased air pollution caused by the bottle-neck that will negatively impact the students and teachers.</p> <p>New heating, ventilation, air conditioning system, doors and windows to mitigate impact of the highway must be maintained by CDOT for the life of the project. The negative noise and air impacts do not cease when construction ends. Numerous near roadway studies and a 2013 large-scale review of air quality measures in vicinity of major roadways between 1978 and 2008 concluded that the pollutants with the steepest concentration of gradients in vicinities near roadways were CO, ultrafine particles, metals elemental carbon (EC), NO, NOx and several VOCs. The system installed must be sufficient to capture these pollutants. (Federal Register, Vol.78 No. 98, page 29837 quoting Karner, A.A; Eisnger, D.S.; Niemeier, DA (2010) Near-roadway air quality: synthesizing the findings from real world data. Environ Sci Tech 44:5334-5335. (AQ)</p> <p><b>F</b>      <b>5. Funding education programs about how to avoid contaminated air from entering homes and schools, which should be offered at least once per year, for the lifetime of the highway.</b></p> <p>The life of this highway project is 100 years per CDOT’s own admission (“Myths about the I-70 East EIS Project, CDOT publication”). The PM10 emissions will increase year by year every year of the project (SDEIS Air Quality Technical Report, Figure 9). Therefore, there must be on-going education for the school and other residents on how to protect themselves from exposure to highway pollutants. HVAC and filtration systems require proper operation and maintenance in order to work correctly. This education includes how to maintain these filters, how to operate doors and windows of the school, how to not open the doors and windows, especially during rush hour, etc. This education must be funded by CDOT every year during the life of the highway in order for the knowledge to be retained despite changes in school administration, home ownership, etc. (AQ)</p> <p><b>G</b>      <b>6. Planting trees and other vegetation to up-take pollutants throughout the impact zone.</b></p> <p>Trees and a healthy tree canopy provide long-term environmental, economic, and health benefits critical to vibrant and liveable cities. This includes benefits to improved air quality, especially in uptake of highway-related air pollutants. They also reduce urban heat island effect and result in energy savings. Installing vegetation on noise walls and other barriers will beautify the area, reduce vandalism and graffiti, and create a sense of ownership by community members towards their neighborhood and public property.</p> <p>CDOT must work with City of Denver Urban Forestry and other organizations that implement and maintain vegetation and increase the tree canopy in the neighborhoods of GES, especially in those areas that can function as a buffer to the highway from the residential neighborhood. Consult with Denver Arts and Venues to create and maintain landscape and wall designs to enhance and beautify the area adjacent to the noise walls and other barriers (DEV)</p>			<p><b>F</b>      CDOT will provide information to residents during construction regarding air quality and construction impacts as part of its public outreach process.</p> <p>The MSAT and NAAQS air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. For more information on air quality, please see AQ3 and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>G</b>      CDOT plans to provide appropriate landscaping on the cover and reconstructed local roads to provide for an active community space for surrounding residents and neighborhoods, support social and pedestrian connections, and provide new space for the Swansea Elementary School.</p>

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H	<p>7. Establishing triggers for immediate action if pollution levels are exceeded.</p> <p>Triggers must be established for immediate action or additional mitigation when air quality reaches levels that pose any risk to human health. These trigger levels should be developed in collaboration with Denver Environmental Health and the community. (AQ)</p>		<p><b>H</b> Early alert levels, or “triggers,” are planned for the air monitors during construction to ensure that the contractor can implement BMPs or alter activities before any standards are exceeded. At this time, the early alert level planned is 15 ug/m3 below the standard. For more information on air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
I	<p>8. To ensure that lead and arsenic are not disturbed and deposited in homes during the construction period, sampling for lead and arsenic in construction zones and homes and should remediate any impacts by cleaning-up contaminated homes to state standards.</p> <p>Sample air for lead and arsenic in the construction zone. If the daily average air samples exceed 1.5 microgram/m3 for lead, work stops and work practices should be altered to minimize dust. An action level for arsenic should be defined as well.</p> <p>Lead must be included as a pollutant to be analyzed. Although lead from on-road vehicles is not a pollutant of concern there are other sources of lead, as well as arsenic, in this area as a result of past industrial activity and the lead deposited during I-70’s long history.</p> <p>Test window sills and window troughs for lead dust of homes nearest to construction site (1st and 2nd row of homes) where dust is being disturbed. If lead dust levels are above HUD residential standards, test next row of homes to identify how far the lead dust travelled. Homes that have been contaminated with lead dust should be cleaned to below lead dust clearance standards as per state regulation. (HEA)</p>		<p><b>I</b> This concern is adequately addressed in the Final EIS. For information on CDOT’s plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
J	<p>9. Reducing the footprint of the highway by narrowing lanes and reducing lanes between Colorado Blvd and Brighton.</p> <p>To protect the health of the neighborhood the footprint of the highway must be reduced. This can happen in a number of ways – narrowing lane, reducing number of lanes, providing east-west connectivity at other locations, removing on/off ramps by closure of Steele/Vasquez as proposed.</p> <p>The basic option expands the footprint to within 65’ of Swansea school. Many studies have demonstrated the adverse health impacts to those living within 500’ of a major roadway. CDOT must demonstrate that expanding the edge of I-70 155 feet and the outside of 46<sup>th</sup> Ave 195 feet closer to the school will not have a negative health impact or fully mitigate this impact. (WID)</p>		<p><b>J</b> The need for widening the highway has been adequately discussed in the Final EIS. For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. CDOT continues to look for ways to reduce the overall width of the highway while safely maintaining the necessary 10 lanes.</p>
K	<p>10. Providing alternative for trucks between 52nd and Vasquez at further north. Discouraging truck and all traffic out of the neighborhood by eliminating traffic out of the frontage roads and neighborhood streets. Especially near Swansea School.</p> <p>What alternatives for improving local mobility were considered – routing truck traffic, improvements to local street network, additional transit in the corridor (beyond FasTracks)? (TT)</p>		<p><b>K</b> Truck traffic was adequately addressed in the Final EIS. For more information on restricting truck traffic, please see TRANS8 and TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
L	<p>11. Studying the impact on community health and the environment of building full interchange at Colorado Blvd and removing Vasquez interchange.</p> <p>Moving highway access at Steele St/Vasquez as proposed in the Modified Option of the Partial Lower Covered Alternative to a full interchange at Colorado Blvd. bears significant further study. It is believed that this action will reduce congestion and accidents attributed to having two interchanges within one-half mile of each other. It will also reduce the footprint of the project and proximity by removing auxiliary lanes. This is an important step to reduce air quality impacts. However, it is not known the impact trucks will have if this action is followed. Therefore, further study is needed.</p>		<p><b>L</b> The Supplemental Draft EIS included analysis of the impacts of such an interchange, described in the document as the Partial Cover Lowered Alternative Modified Option. However, a split-diamond interchange is proposed for both of the Final EIS Build Alternatives. A split-diamond interchange is used where local streets are too close to each other to allow for safe operations of the entrance and exit ramps. Ramps are combined and a one-way frontage road is used between the local streets. Both Denver and Commerce City have requested that access to I-70 at both Steele street/ Vasquez Boulevard and Colorado Boulevard remain, and the impacts of the interchange described were analyzed. Specific truck routes can be coordinated with Denver to ensure impacts to the local neighborhoods are minimized.</p> <p>The concerns presented in this comment have been adequately addressed in the Final EIS. For more information on truck traffic impacts on adjacent neighborhoods, please see TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on air quality impacts on local residents, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on noise impacts on adjacent neighborhoods after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on Environmental Justice considerations, please see EJ1 and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

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<p><i>I-70 East Supplemental Environmental Impact Statement</i> <i>Globeville, Elyria-Swansea Organizers Group Public Comment</i></p> <div><div>L</div><div><p>The partial covered lowered Alternative Modified Option pushes the north edge of the highway 150 feet into the neighborhood. This must be mitigated and footprint narrowed to protect health of neighborhood and reduce air quality and noise impacts. The design variations in exhibits 3-24 and 3-25 do not achieve these results.</p><p>Elimination of the highway access at Steele/Vazquez should be pursued with our without a second cover. As discussed earlier, it is the right move for the air quality and noise mitigation. In addition, it is the only alternative that results in developable land. More development opportunities are achieved with the cover, however, approximately 20 acres of land will be available without the cover. The design variations in 3-24 and 3-25 do not achieve this result. They also deter pedestrian use.</p><p>CDOT has indicated (although it is not reflected in the SDEIS) the interchange will not be closed to accommodate truck traffic. How will keeping the interchange open for truck traffic benefit the residents? What is the anticipated traffic count for trucks? What is the analysis of impact on air quality? Will residents of an environmental justice community see a further deterioration in air quality and negative noise impacts? Is there an analysis of impact of providing trucks improved access to Colorado Blvd. on other streets? (VAS)</p></div></div> <div><div>M</div><div><p>12. Limiting truck access to I-70 and instead send trucks out of the inhabited areas by using signage and enforcement to route through trucks on to 270 &amp; 76.</p><p>Semi-trucks are the biggest polluters. They should be routed away from the highly populated Globeville, Elyria, Swansea and Denver neighborhoods and re-directed into areas along 270 &amp; 76 that are sparsely populated. The EIS does not consider viable alternatives to reduce air quality impacts, specifically, routing heavy truck traffic onto alternative highways to avoid the negative impact of these polluting vehicles on the health of residents living close to I-70. This is a failure to consider alternatives and mitigation strategies that can improve the health status of the communities, and that will at least be adequate to avoid any violations of the NAAQS for PM2.5 and NO2.</p><p>In addition to the alternatives and mitigation options discussed in EPA's 2008 comment letter, we believe that two alternatives should be considered to minimize emissions and pollutant exposures in the GES neighborhoods:</p><p>1) Re-signing I-70 to route the 40% of traffic that is "through" traffic out of the GES neighborhoods where dense urban development and elementary schools are located within a few hundred meters of I-70 onto I-76 and I-270; and</p><p>2) Routing all truck traffic off of the current alignment between Washington Street and Colorado Blvd which would require through truck traffic to use I-76 and I-270, and local truck traffic to disperse on local streets leading to their local destination rather than concentrating on the current alignment next to schools and houses along the highway. (TT)</p></div></div> <div><div>N</div><div><p>13. Establishing truck routes for local delivery and enforce them, limiting trucks on neighborhood streets and near schools.</p><p>The SDEIS should include working with the City of Denver Community Planning and Development department to coordinate and financially support of the implementation of improvements of truck routes away from residential areas. The EIS should include creating signage to discourage trucks coming into neighborhood on edges of residential streets, and agree to develop a good neighbor agreement during the construction period to define truck routes. Street design should be employed to encourage trucks to use proper routes and avoid residential and sensitive areas.</p></div></div>			<div><div>M</div><div><p>CDOT conducted a heavy vehicle study to determine how many heavy vehicles travel between I-270 and I-76 in a continuous journey. Through heavy vehicles represent less than three percent of the average. For more information on restricting truck traffic along I-70, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div> <div><div>N</div><div><p>Truck traffic was adequately addressed by the Final EIS. For information on truck traffic impacts on adjacent neighborhoods, please see TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div>



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<p><i>I-70 East Supplemental Environmental Impact Statement</i> <i>Globeville, Elyria-Swansea Organizers Group Public Comment</i></p> <p>This is required because the highway is in large part the cause of the industrial nature of portions of the neighborhood. As the Health Impact Assessment done by the City of Denver in 2014 states, “The highway access brought more industrial activity into GES neighborhoods. Combined, the highway and industry resulted in increase public health risk due to decreased in air quality.” (TT)</p> <p><b>14.</b> <i>Paying for improvements to doors and windows of all homes, schools, and businesses within 500 feet of the highway within the study area. It is not sufficient to facilitate loans instead of paying for the improvements.</i></p> <p>Construction-related traffic, light, glare, and noise will result in increased exposure to pollutants and stress factors in this environmental justice community for several years (5.2-29). The SDEIS also points out that diesel particulate matter is the primary Mobile Source Air Toxic (MSAT) of concern and that these are emitted from heavy diesel vehicles, such as freight/delivery trucks and construction equipment (p.5.10-3 sidebar). Exhibit 5.10-24 says that MSAT emissions could increase during construction.</p> <p>In order to protect the health and safety of residents of this environmental justice community, CDOT must pay for improvements to doors and windows, home air sealing, and install ventilation and filtration systems with heat recovery, on all homes that are within 500 feet of the existing highway and within 500 feet of the widened highway in the study area. CDOT must also assist with operating costs for the installed systems.</p> <p>There is significant concern that the construction vibration will damage the foundations of structures near the highway. CDOT must analyze the condition of these foundations prior to the beginning of construction, and reimburse owners for damage occurred due to construction.</p> <p>Due to the low income nature of the community, providing loans will not be adequate because community lacks the resources to pay back loans. Therefore, residents will not install these protection measures on their houses because they cannot afford it. If CDOT does not pay for these improvements, then residents will suffer from these stressors and pollutants without mitigation.</p> <p>Standard construction measures to control fugitive dust, storm water erosion and sediment controls to minimize spread of contaminated soil will be inadequate. The top priority is the health and welfare of residents. CDOT needs to commit to going beyond regulatory minimums to protect the residents. Elyria-Swansea community is 44% low income households, Globeville is 53% low income households (Environmental Justice Technical Report, EIS). According to the 2000 Census, 26.24% of Elyria Swansea families live in poverty, and 19.8% of Globeville families (www.piton.org). It is unreasonable for CDOT to state in the EIS that residents will pay for these improvements themselves or receive and payback loans. (OTH-ECON)</p> <p><b>RELOCATION / HOUSING</b></p> <p><b>15.</b> <i>Homes that were not 500 feet from I-70 before the widening, but become 500 feet from I-70, should be given re-location assistance.</i></p> <p>The SDEIS does not deal with relocation options for residents within the 500 feet (45 - 47th Street) of the project who will be impacted by air quality, diminished property value, etc.; particularly those impacted as the highway moves towards them. (PROP)</p>			<p><b>0</b> CDOT is proposing mitigation that is above and beyond the minimum requirements and above and beyond what is normally included in CDOT projects. For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on Environmental Justice considerations, please see EJ1 and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Mitigation specific to the Preferred Alternative will be to provide residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—interior storm windows and two free portable or window-mounted air conditioning units with air filtration for dust and noise impacts during construction, and assistance for the potential additional utility costs during construction.</p> <p>CDOT will provide new doors, windows, and HVAC system to Swansea Elementary School to minimize impacts from dust and noise during construction. For more information, see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>This project will abide by the appropriate city codes as they pertain to construction noise and vibration. If noise levels during construction are expected to exceed the limits from the city codes, the contractor must obtain the necessary ordinance variance, which typically includes additional mitigation measures. See the Final EIS, Attachment K, Traffic Noise Technical Report, under Section 6.4, Construction Noise, for further information.</p> <p>For more information on dust impacts during construction, please see IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For more information on noise impacts during construction, please see IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on noise after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on hazardous materials considerations during construction, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For a full list of proposed mitigation measures for the Preferred Alternative, please see Chapter 9 of the Final EIS.</p> <p><i>Responses continue on the following page.</i></p>

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<p><i>I-70 East Supplemental Environmental Impact Statement Globeville, Elyria-Swansea Organizers Group Public Comment</i></p> <div><div>P</div><div>SDEIS should provide relocation for residents who will be living within 500 feet of the highway, or provide other mitigation options such as window/door/HVAC ventilation replacement if they decide to stay. (PROP)</div></div> <div><div>Q</div><div><p>16. Replace affordable housing with a 3:1 ratio. The SDEIS currently states ‘replace some housing lost.’ This is because you are replacing single-family housing with multi-family housing. Multi-family housing has higher density.</p><p>CDOT should include three for one (3:1) replacement housing for the number of units to be lost under the I-70 reconstruction in order to make the neighborhood viable. The neighborhood’s viability was diminished during the initial I-70 construction and will be further diminished with the planned loss of additional housing units under any proposed option. Due to the lack of sufficient redevelopment opportunities for single-family homes, the replacement housing needs to be more dense multi-family development which will provide enough scale to protect the neighborhood’s viability and also offer more affordable replacement housing options. All replacement housing should be at least 500 ft from the highway to protect the health of the occupants. (DEV)</p></div></div> <div><div>R</div><div><p>17. Keep people in the neighborhood. Provide money for housing improvements to retain home-owners.</p><p>A large portion of Denver’s low income and minority residents live within 500’ of the area heavily impacted by the I-70 East reconstruction. This project must not negatively impact these residents’ health, quality of life, or economic investment. All residents living within 500’ of the highway reconstruction should have access to affordable home repair and improvement opportunities. Qualified housing improvements should increase air quality, noise reduction, affordable housing preservation, and resident retention rate. (PROP)</p></div></div> <div><div>S</div><div><p><b>AMENITIES</b></p><p>18. New recreation center.</p><p>The DEIS mentions that diesel particulate matter is the greatest toxic concern emitted from heavy diesel vehicles and that these emissions could increase during construction (p.5.10-3 sidebar and Exhibit 5.10-24). Given the current conditions of air pollution in the area and the increase of air pollution that could stem from the construction, a regional recreation center would be beneficial for the community in that it would serve as a healthy option for residents to partake in physical exercise. A regional recreation center is recognized by the community as a mitigation effort for I-70, providing a space for residents and local employees to engage in physical activity that they would not necessarily be able to do on the streets due to the broken connectivity, traffic, and air pollution.</p><p>A new regional recreation center should be built in Elyria-Swansea to provide a space indoors with clean air for physical activity. The price of the Regional Rec Center should be affordable for all residents, and the opening of the center should not result in the closing of centers in nearby neighborhoods. (DEV)</p></div></div> <div><div>T</div><div><p>19. New library</p><p>A library is another amenity that can serve as an outlet for residents to engage in activities that can help stimulate the mind while staying indoors to avoid the pollution. (DEV)</p></div></div>	<div><div>P</div><div>There are no significant impacts that are associated with the project itself that would justify this mitigation. This would be an expensive measure that would impair neighborhoods rather than improving them by displacing more people than the bare minimum necessary to safely meet the purpose and need. For information on relocation of residences that will not be acquired by the project, please see PROP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>Q</div><div>Funding will be provide to offset the loss of some residential units in the neighborhood. For more information on the replenishment of housing stock in the impacted neighborhood, please see PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>R</div><div><p>Adequate impact and mitigation analysis is included in the Final EIS. For more information on dust and noise during construction, please see IMP7 and IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>The concerns regarding air quality have been adequately addressed in the Final EIS. For information on air quality and health, please see AQ1 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div> <div><div>S</div><div><p>CDOT is not planning to include a regional recreation center as mitigation to the I-70 East project. There is currently a recreation center in the neighborhood and after construction, there will be additional community recreational space on the cover.</p><p>The concerns regarding air quality have been adequately addressed in the Final EIS. For information on air quality and health, please see AQ2 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div> <div><div>T</div><div>CDOT is not planning to include a new library as mitigation to the I-70 East project. There is a library nearby and it is not being impacted by the project.</div></div>		

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U	20. New health center	There is a lack of Health-Wellness facilities in Globeville Elyria and Swansea and insufficient services for Medicaid/Medicare recipients. Facilities used in this regard are South of I-70 and residents will be challenged to get to these facilities, particularly during construction. Provide or help establish a health and wellness center in Elyria-Swansea; partnering with health partners in the neighborhood and Denver Health. (HEA)	U CDOT is not planning to include a health center as a mitigation to the I-70 East project. CDOT will ensure that access is maintained to the extent possible and advanced notifications are provided to residents and travelers of any detours or closures.
	21. New grocery store / Food Retail Space	<p>The DEIS in 5.3.17 states that “Both options of the Partial Cover Lowered Alternative impact two local food markets: Stop N Shop and the Pilot Travel Center (numbers 3 and 5 in Exhibit 5.3-7). The neighborhoods along the corridor with a high concentration of low-income or minority populations are currently underserved by food retailers. The displacement of any community markets by the project alternatives will negatively impact the residents in the area. As stated in the EIS, because these stores are adjacent to the highway on the south side, The El Tepetate Market and El Rinconcito Mini Market do not have to be relocated with any options of the Partial Cover Lowered Alternative. Even though the total number of markets available to the Elyria and Swansea Neighborhood is reduced, this alternative avoids displacing the two markets that cater to the minority population in the neighborhood.”</p> <p>However, this fails to mention that the 5-year construction period will significantly reduce resident access to El Tepetate and El Rinconcito by residents on the north side of the highway for 5 years. Even if CDOT provides signage, etc., this will not mitigate the closing of north-south connections. In addition, it may result in the closing of these stores which will have a longer than 5-year impact on the community. CDOT must therefore provide a food retail space of equal or greater square footage, as well as seed funding to establish food retail, for the neighborhood to mitigate the negative outcome of limiting access and driving out of business of the existing food stores that the community relies on for healthy food access. This retail space must be easily accessible by foot, bike, and bus throughout the construction process, and should be made available to resident-run businesses first. (DEV)</p>	V CDOT will provide funding to existing programs that may facilitate access to fresh food. In addition, the project will provide a robust and context sensitive communications and outreach plan throughout construction to ensure residents and travelers are kept informed of detour information in advance. CDOT will also ensure access is maintained to the extent possible.
W	22. Not doing construction during school hours	A deficiency of the SDEIS is that it does not analyze the noise impacts of the construction process. The entire noise analysis in section 5.12 concentrates on traffic noise. However, the project will be built over a period of five years, within 50 feet of Swansea Elementary School and many houses. What will be the noise impact during construction? This must be analyzed in the SDEIS. If noise will be increased, it must be mitigated. For example, construction can be limited during school hours or sleeping hours, depending on the sensitive use and the results of the analysis. (CONST, SES)	W CDOT has been working with DPS to develop construction mitigation measures for Swansea Elementary School. For more information on how construction impacts to Swansea Elementary School will be mitigated, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
X	23. Noise – post-construction.	Section 5.3.17 states that “Results of the analysis show that the Partial Cover Lowered Alternative will cause noise to exceed the NAC at various locations, including Swansea Elementary School.” Therefore, the noise control elements must be paid for to be maintained for the length of the project. The PCL Modified Option will require aesthetically pleasing sound walls (with neighborhood input) that will also mitigate air quality emissions impacts from the increased traffic on I-70. This should not be left to a study to determine if they are needed or not. The concern is that it will be pushed to a back burner and become another unfulfilled promise made to the community. (NOI)	X The Final EIS adequately addresses possible noise mitigation. For more information on how traffic noise will be minimized after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
Y	24. Do not exceed the maximum NAC (noise) threshold.	In the City of Denver’s Health Impact Assessment for the Neighborhood Plans, PG 15-16 Existing noise levels from traffic in areas near I-70, extending from Brighton Blvd east to Colorado Blvd, exceed the 55 decibels noise level EPA believes is an annoyance that can interfere with daily activities. Long-term	Y Noise analysis was conducted within CDOT’s Noise Analysis and Abatement Guidelines. For more information on how traffic noise will be minimized after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
			CDOT is working with Denver and the community on the aesthetic designs for various elements of the project, including noise walls. This coordination and feedback will continue throughout design.



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Y	<p>exposure to moderate levels of noise can adversely affect sleep, school and work performance, and increase risk of cardiovascular disease. According to the World Health Organization (WHO), an annual average night exposure not exceeding 40 decibels outdoors is recommended for restful sleep and adverse effects of chronic noise exposure on children's ability to learn. Stress from noise affects biological risk factors such as blood pressure, fats and sugar levels, blood flow and other biological activities. *Denver Environmental Health (DEH) requested a noise study at the Swansea Recreation Center and Park in 2011, as part of the evaluation for improvements at the site. Results of this study indicated that the main sources of noise are Train Horns, Train engines, Various Industrial metal working operations, and Interstate 70 located approximately 1,800 feet to the south. The average noise levels were approximately 55 decibels.</p> <p>CDOT must work in collaboration with the City of Denver to design and implement mitigations to noise in a fashion that do not further hinder the character, cohesion, visual integrity and aesthetic quality of the neighborhood (NOI)</p>		<p><b>Z</b> Projects that use US DOT funds are subject to the requirements of CDOT's OJT Program. The OJT Program requires that contractors provide training hours to meet or exceed a goal set for the project. The contractor must operate under a training program approved by FHWA. Though the program is open to all, trainees are to be recruited among women and minorities as available according to census data.</p> <p>In addition to the requirements of the CDOT OJT program, CDOT is developing a strategic approach to preparing and creating opportunities for individuals in the local communities to obtain employment on the project. CDOT is currently collaborating with local workforce centers to determine how CDOT might be able to leverage existing resources to maximize workforce development in anticipation of the project. The contractor will be expected to comply with and develop innovative approaches to the development of the local workforce.</p> <p>CDOT is committed to providing mitigation to local businesses impacted by the project listed in Exhibit 5.23-5 of the Final EIS, such as providing:</p> <ul style="list-style-type: none"><li>--targeted assistance to encourage businesses that are crucial to low-income and minority populations to find new locations in the same neighborhoods</li><li>--funding to CRHDC to assist business owners with financial counseling and funding for replacement property, and securing business loans.</li></ul> <p>For more information on the contractor's hiring requirements, please see GEN5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
Z	<p><b>25. Business development fund. Housing fund. Maintenance fund. Cap maintenance fund. (NOLA)</b></p> <p>In the interest of empowering relocated businesses and Area Residents to create and pursue their own business initiatives and entrepreneurship (to replace and expand existing businesses) CDOT should detail the resources and assistance necessary and work with CCD OED to leverage possibilities for resources to support business or creative ventures in the development areas. These should include technical assistance/capacity building, a Business Center (with computer lab, internet, faxing, etc.), Small Business Development, Micro Loan Program, Business Incubator, Historically Underutilized Business Zones (HUBZone) and Arts Incubator. (MAINT, DEV)</p>		
A1	<p><b>26. Art funds go to local organizations or agencies, not to CDOT.</b></p> <p>Local organizations and residents have a better knowledge than CDOT of the type of art needed and desired in the community. It is requested that the process of selecting art be in the control of local entities, not CDOT. This is to be funded by CDOT as part of the mitigation for aesthetic impacts of the project. (DEV)</p>		<p><b>A1</b> CDOT will not use any art funds as sources of funds to construct the project. CDOT is working with Denver and the community on the aesthetic designs for various elements of the project, including noise walls. This coordination and feedback will continue throughout design.</p>
B1	<p><b>NEIGHBORHOOD CONNECTIVITY</b></p> <p><b>27. Making sure trucks and traffic are not diverted onto neighborhood streets during construction and after the reconfigured Interstate opens. There should be an alternative route for trucks between 52nd and Vasquez, to divert them onto Colorado Boulevard and away from the neighborhood.</b></p> <p>The DSEIS points out that diesel particulate matter is the primary Mobile Source Air Toxic (MSAT) of concern and that these are emitted from heavy diesel vehicles, such as freight/delivery trucks and construction equipment (p.5.10-3 sidebar). Exhibit 5.10-24 says that MSAT emissions could increase during construction. Chapter 4 (p. 4-27) says that the Build Alternatives will improve highway freight transport through and into the study area and that future truck and delivery routes may require alteration or additions based on unknown future needs. Given this environmental justice community efforts need to be made to limit MSAT pollution (Attachment F, p. 2). (TT, CONST)</p>		<p><b>B1</b> Truck traffic is adequately addressed in the Final EIS. For information on truck traffic impacts on adjacent neighborhoods, please see TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The concerns regarding air quality have been adequately addressed in the Final EIS. For information on air quality, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
C1	<p><b>28. Discouraging traffic on the frontage roads from using neighborhood streets as short cuts, especially near Swansea Elementary School. Some drivers may be tempted to use neighborhood streets to avoid traffic problems on the Interstate when construction commences. Making sure this does not happen must be a top priority. This is a crucial issue for neighborhood livability and to protect children as they walk to and from school.</b></p>		<p><b>C1</b> Traffic control plans will be developed in the next phases of the project. CDOT will coordinate with Denver for development of the plans. Safe access will be maintained throughout the project. Advanced notification of detours or closures will be provided to residents and travelers.</p> <p>CDOT cannot modify truck routes on city streets. For information on truck traffic in neighborhoods, please see TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

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C1	<p>The DSEIS points out that during construction, traffic disruptions will interfere with access to homes, businesses, and public services, such as the Swansea Elementary School, the Johnson Recreation Center, and the Valdez-Perry Library. Construction-related traffic, light, glare, and noise will result in temporary effects on neighborhood character and cohesion for several years (5.2-29). The DEIS also points out that diesel particulate matter is the primary Mobile Source Air Toxic (MSAT) of concern and that these are emitted from heavy diesel vehicles, such as freight/delivery trucks and construction equipment (p.5.10-3 sidebar). Exhibit 5.10-24 says that MSAT emissions could increase during construction. In order to protect the health and safety of residents of this environmental justice community, it must be a top priority to discourage traffic from I-70 and on the frontage roads from using neighborhood streets as short cuts.</p> <p>The two covered lids in the PCL Modified Option significantly assist in providing neighborhood cohesion, but this only works if the Vasquez interchange is closed and utilizes 46<sup>th</sup> Avenue Service on the South side of I-70 and 46<sup>th</sup> Avenue Service Road north of I-70 from Colorado to Vasquez, 48<sup>th</sup> and 50<sup>th</sup> Avenues are utilized to connect local business traffic to Vasquez from Colorado Blvd. This may require lighting enhancements at these intersections on Colorado Blvd. Truck signage may also be needed to keep truck traffic out of the neighborhood. This option will also reduce truck traffic from the Swansea and Elyria Neighborhoods. (TT, SES)</p>		
D1	<p><b>29. Funding the construction of sidewalks, bike paths and other amenities that can help better link residents to their neighbors. Elyria-Swansea has long suffered from a lack of connectivity within the neighborhood and with adjacent neighborhoods due to the highway.</b></p> <p>The DSEIS points out in 5.3.17 that “Widening and other improvements to I-70 increase the presence of a physical barrier in all the neighborhoods along the corridor... With [The Partial Cover Lowered Alternative], the highway is less visible, but the wider highway still remains a barrier in the Elyria and Swansea Neighborhood.”</p> <p>The DSEIS points out that since its initial construction in the 1960s, the presence of I-70 has disrupted neighborhood cohesion in Elyria and Swansea by bisecting the neighborhood (p.5.2-29). The building of I-70 in the 1960s, prior to NEPA, was done without any public environmental review and as a result it was completed with little consideration for protecting local social and health conditions. As a consequence, it is clear that the surrounding communities have suffered significant ongoing negative impacts. The PCL alternative does not increase neighborhood cohesion as there are no more north-south crossings than currently exist nor a proposal to improve east-west cohesion. All the Build alternatives remove the York Street interchange, which requires drivers to use local streets to gain access to and from I-70 at adjacent interchanges (5.2-36). CDOT needs to do more than just recognize the current problems in the area; they need to see this project as an opportunity to rectify harms done to the community by the original implementation of I-70 as well as prevent further negative impacts as a result of the proposed improvements. Rectifying past harms in cohesion could in part be addressed by the construction of sidewalks, bike paths and other amenities that can help better link residents to their neighbors.</p> <p>The construction of I-70 caused immediate and long-term harm to the neighborhood by making it difficult for residents to move around, especially on foot. I-70 made it unpleasant and even unsafe to walk from one part of the neighborhood to another. The Federal Highway Act of 1970 states that all projects must “take into account the effects of a project on community cohesion.” The 1994 Executive Order 12898 states that all projects must “address disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.” The population of Elyria and Swansea is majority Latino and low-income.</p> <p>Exhibit 4-3. Existing north-south connectivity from Brighton Boulevard to Colorado</p>		<p><b>D1</b> The reason that CDOT proposed the Partial Cover Lowered Alternative was to mitigate the impacts of the project by reconnecting the community across the highway in response to community concerns. For more information on walkability and bicycle routes improvement and connectivity, please see TRANS2 and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

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<p><i>I-70 East Supplemental Environmental Impact Statement</i> <i>Globeville, Elyria-Swansea Organizers Group Public Comment</i></p> <p><b>D1</b> Boulevard, is mis-leading. It omits certain North-South streets from the list of streets providing connectivity because they dog-leg under the viaduct and are not straight. However, this is misleading because although they dog-leg, they can be taken by a traveler as a method to cross the highway. After the preferred alternative is built, these streets will no longer be able to be traveled on to cross the highway. By presenting this information in this misleading way, CDOT is able to manipulate the data to imply there will not be a major loss of connectivity. This is misleading.</p> <p>Mitigation must provide residents with the opportunity for community interaction and community cohesion, to make up for the loss of these qualities due to the presence of I-70. The construction of new and expanded sidewalks in the neighborhood is crucial to linking the neighborhood together and creating community cohesion. The neighborhood lost much of its pedestrian infrastructure when I-70 was built, and it is essential that this infrastructure be replaced to protect the health and well-being of residents. (OTH-CONNECTIVITY)</p> <p><b>ECONOMIC CONDITIONS</b></p> <p><b>The social and economic cohesion and vitality of the neighborhoods must be addressed through fair and just Apportionment; CDOT must define clear pathways that allow residents to compete for jobs, and business and education opportunities.</b></p> <p>The DEIS does not sufficiently address the disruption and destruction to neighborhood economic cohesion and vitality caused by all Project Alternatives. Under Federal policy, Environmental Justice states that if a program, policy, or activity will have a disproportionately high and adverse effect on minority or low-income populations, that program, policy or activity may only be carried out if further mitigation measures or alternatives that would reduce the disproportionately high and adverse effects are not practicable. In determining whether a mitigation measure or an alternative is “practicable,” the social, economic (including costs) and environmental effects of avoiding or mitigating the adverse effects will be taken into account.</p> <p>Executive Order 12898 renewed the emphasis to Title VI adding low-income and minority populations to those protected in the principles of Environmental Justice. One of these fundamental principles at the core of Environmental Justice is to avoid, minimize, and mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority and low income populations. The NEPA process includes consideration of actions that could disrupt or destroy the social fabric of a community or sense of place. This specifically includes the destruction or disruption of community cohesion or a community’s economic vitality.</p> <p>The DEIS does not offer significant or appropriate economic mitigation and ignores the neighborhood’s high percentage of historically disadvantaged residents. To initiate significant and meaningful impact, the EIS should look to strong legal precedence to commit to ½ Percent Minimum Apportionment from the entire Project Budget to a Business Development Fund designed to benefit residents and businesses in target areas.</p> <p>CDOT should also define clear pathways for residents to compete for jobs, business and education opportunities. CDOT must guarantee a commitment to mitigate these economic conditions including but not limited to receiving a vote of approval from a policy group of residents recruited from neighborhood coalitions and community groups on decisions including but not limited to language used and published in the Project’s RFQ and RFP.</p>			<p><b>E1</b> Projects that use US DOT funds are subject to the requirements of CDOT’s OJT Program. The OJT Program requires that contractors provide training hours to meet or exceed a goal set for the project. The contractor must operate under a training program approved by FHWA. Though the program is open to all, trainees are to be recruited among women and minorities as available according to census data.</p> <p>In addition to the requirements of the CDOT OJT program, CDOT is developing a strategic approach to preparing and creating opportunities for individuals in the local communities to obtain employment on the project. CDOT is currently collaborating with local workforce centers to determine how CDOT might be able to leverage existing resources to maximize workforce development in anticipation of the project. The contractor will be expected to comply with and develop innovative approaches to the development of the local workforce. For more information on the contractor’s hiring requirements, please see GEN5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The concerns regarding environmental justice have been adequately addressed in the Final EIS. For information on Environmental Justice considerations, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>



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<p><i>I-70 East Supplemental Environmental Impact Statement Globeville, Elyria-Swansea Organizers Group Public Comment</i></p> <div><div><div>F1</div><div><p>30. There must be clear pathways and strong incentives in order to engage residents in job and education activities</p><p>The DEIS does not sufficiently address economic mitigation of the neighborhoods as defined by Environmental Justice. CDOT has not defined or engaged culturally appropriate outreach with diverse populations of the neighborhood. CDOT must define and develop clear pathways that allow residents to compete for jobs, business and education opportunities. CDOT, Contractors and Subcontractors should build strong relationships with a policy council that includes residents, coalition members, and community groups.(OTH-ECON)</p></div></div><div><div>G1</div><div><p>31. Creation of a Business Development Fund</p><p>In order for mitigations to have real economic impact, CDOT should commit 1/2 Percent Minimum Apportionment from the entire Project Budget. This Apportionment should fund Education opportunities for residents, and the creation of a Business Development Fund, including a Job Development Center in the neighborhood. (OTH-ECON).</p><p>32. Retaining and creating jobs</p><p>The DEIS does not appropriately address retaining and creating jobs. CDOT estimates the total jobs created to build the project range from 4,400 for the No-Action Alternative and 14,800 jobs for the Partial Cover Lowered Alternative. The DEIS states that CDOT is planning on holding job fairs to encourage residents to apply for various construction jobs. This is an insufficient response, as the level of resources and education in the community may not allow them to obtain these jobs, and no pathway is provided to enhance participation from these populations. To assist with mitigating the social and economic impact of the project, residents must be provided job training and employment opportunities and be recruited and connected through trusted community-based groups. The EIS should include job training and employment goals in all contracts for companies receiving contracts on the project. (OTH-ECON).</p><p>33. Providing Job Training and Workforce Development</p><p>The DEIS does not address Job Training and Workforce Development. The EIS should detail how companies can build local capacity of residents in target areas by providing training to develop the local workforce. This training may be designed to equip employees with skills for new responsibilities within the company or instead simply provide general livelihood skills. Employee development programs can include everything from basic literacy and numeracy to training for managerial and other skilled work. Community development programs targeted at employees benefit the company and the broader community. (OTH-ECON).</p><p>CDOT should also detail how it is important that residents be afforded the training and professional development programs necessary to qualify them for the jobs and careers arising from the construction. The EIS should include provisions to assist in employment opportunities for local low-income and minority populations. Hiring should be 20-25% from the local community, 80216 and 80205 when possible. Contractors and subcontractors should have detailed local hiring plan, including training and education. (OTH-ECON).</p><p>34. Developing Business Initiatives</p><p>Job training and business incubation programs should be developed by trusted organizations currently offering business services, including but not limited to Mi Casa, Centro San Juan Diego, El Centro Humanitario, Rocky Mountain Micro Finance Institute, Rocky Mountain Farmers Union, and</p></div></div></div>			<div><div><div>F1</div><div><p>CDOT has conducted continuous public involvement on the I-70 East project for more than 11 years. For more information regarding CDOT’s public outreach efforts in general and also specific to Environmental Justice populations, please see OUT1 and EJ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>Federal laws prohibit CDOT on requiring the contractor to hire from a specific location. For information on the contractor’s hiring requirements, please see GEN5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div><div><div>G1</div><div><p>Projects that use US DOT funds are subject to the requirements of CDOT’s OJT Program. The OJT Program requires that contractors provide training hours to meet or exceed a goal set for the project. The contractor must operate under a training program approved by the Federal Highway Administration (FHWA). Though the program is open to all, trainees are to be recruited among women and minorities as available according to census data.</p><p>In addition to the requirements of the CDOT OJT program, CDOT is developing a strategic approach to preparing and creating opportunities for individuals in the local communities to obtain employment on the project. CDOT is currently collaborating with local workforce centers to determine how CDOT might be able to leverage existing resources to maximize workforce development in anticipation of the project. The contractor will be expected to comply with and develop innovative approaches to the development of the local workforce.</p><p>CDOT is committed to providing mitigation to local businesses impacted by the project listed in Exhibit 5.23-5 of the Final EIS, such as providing:</p><p>--targeted assistance to encourage businesses that are crucial to low-income and minority populations to find new locations in the same neighborhoods</p><p>--funding to CRHDC to assist business owners with financial counseling and funding for replacement property, and securing business loans.</p><p>The project will provide a robust and context sensitive communications and outreach plan throughout construction to ensure residents and businesses are kept informed of detour information.</p><p>For more information on the contractor’s hiring requirements, please see GEN5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div></div>

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<p><i>I-70 East Supplemental Environmental Impact Statement Globeville, Elyria-Swansea Organizers Group Public Comment</i></p> <p>Women's Bean Project, among many more. The Denver Office of Economic Development and Community Colleges of Denver should also play integral roles in this development. (DEV)</p> <p>35. Providing Education, Scholarships and Apprenticeship Opportunities</p> <p>The EIS should explain how job training will be made accessible for community members to take on skilled employment. Training programs can include apprenticeship programs to equip residents with on-the-job experience, certification programs offered in conjunction with a technical school or equivalent organization, and university scholarships for community residents to study subjects that would qualify them for managerial and other skilled employment (Oth-Econ)</p> <p>36. Supporting a vibrant retail core, including neighborhood retail for residents</p> <p>In the interest of empowering relocated businesses and Area Residents to create and pursue their own business initiatives and entrepreneurship (to replace and expand existing businesses) CDOT should detail the resources and assistance necessary and work with CCD OED to leverage possibilities for resources to support business or creative ventures in the development areas, including supporting a vibrant retail core. These should include technical assistance/capacity building, a Business Center (with computer lab, internet, faxing, etc.), Small Business Development, Micro Loan Program, Business Incubator, Historically Underutilized Business Zones (HUBZone) and Arts Incubator. (DEV)</p> <p>37. Establishing a Resource center to deliver social services, grow existing businesses, provide technical assistance, and build relationships between residents, partners and stakeholders</p> <p>The EIS should outline the strategy to propose a Job or Resource Center in the target area. CDOT should develop a strict criteria to seek contractors and subcontractors that employ social enterprise models and/or partner with nonprofit community-based organizations that can provide support and training services for low-income individuals embarking on a career pathway to economic self-sufficiency in the building and construction trades. CDOT should also seek innovative, collaborative approaches with trusted neighborhood partners and groups in order to reach residents, including those of low and moderate income populations in targeted neighborhoods. (DEV)</p> <p>38. Providing Apprenticeship programs to equip residents with on-the-job experience</p> <p>The EIS should include provisions to assist in employment opportunities for local low-income and minority populations including detail of how investment in the education of area residents is a priority of the project. A comprehensive and sustainable community enrichment initiative should include a strong educational component that opens opportunities to area residents including: GED, education and scholarship fund, technical school, internship, apprenticeship and job training programs, and training subsidies. (Oth-Econ)</p> <p>39. Define a clear pathway for Contractors and Subcontractors in the Project's RFQ and RFP</p> <p>The EIS should show how Contractors and Subcontractors can have a positive socio-economic impact in a project area by sourcing products and services locally through subcontracts with local companies. It is important for CDOT to identify ways they can promote local subcontracting while also working to avoid potential dependency of subcontractors on company purchases. Preferences for local businesses as subcontractors are a good first step. These preferences should be linked with mentoring or skill development to help local businesses win contracts with other companies in the locality of the neighborhood. (Oth-Econ)</p>			<p><i>I-70 East Supplemental Environmental Impact Statement Globeville, Elyria-Swansea Organizers Group Public Comment</i></p> <p>Supplier development programs are also a means of maximizing subcontracts to larger local firms. It is possible to develop the skills of local businesses to meet a company's purchasing needs. To promote Local Subcontracting, the EIS should indicate how CDOT, Contractors and Subcontractors will 1.) Make information on purchasing policies and upcoming contracts available as early as possible to allow local businesses adequate preparation time; 2.) Break contracts into smaller pieces to encourage greater local competition; 3.) Shape contracts to make them compatible with the capabilities of local businesses; 4.) Offer technical assistance and training to local contractors; 5.) Encourage outside contractors to partner with local businesses when awarding contracts; 6.) Assist potential contractors in acquiring credit; 7.) Help local businesses write their company profiles; 8.) Provide guidance and direct local business owners to sources of management and administrative support services; and 9.) Promote local contracting and/or building the skills and capabilities of local businesses in order to maximize the local impacts of company purchasing and equip local businesses to compete in regional and wider markets.</p> <p>The EIS should also propose Qualified Training Programs. To be designated as a Qualified Training Program, the EIS should develop how Qualified Training Programs 1.) Provide training that includes health &amp; safety, as well as hazardous material recognition; 2.) Have at least three defined partnerships with state recognized pre-apprenticeship programs or signatory community organizations that serve historically disadvantaged or underrepresented populations, including women, and minorities; 3.) In conjunction with those partner organizations, ensure that a majority of its trainees are women, minorities, residents of low-income communities, or other disadvantaged or underrepresented people; 4.) Offer mentoring, follow-up monitoring and/or other support to assure retention of participants in the program; 5.) Demonstrate a track record of graduating and placing trainees from underrepresented communities in construction careers.</p> <p>Businesses owned by historically disadvantaged or underrepresented people, including minorities and women-owned businesses should have targeted support to increase their participation in the project. The EIS should demonstrate types of support that businesses will receive which include but are not limited to 1.) Cultural competency and inclusive and harassment-free workplace training; 2.) Assistance for contractors to find subcontractors that are historically disadvantaged or underrepresented, including minorities and women-owned businesses; 3.) Assessment to ensure support is directed as needed to succeed. For example, the Evaluation and Implementation Committee can assist Primes in assessing Mentor-subso that Mentor-subso can be prepared to bid as a Prime in following rounds of contracting, including 4.) Increased capacity to provide on the job training; 5.) Technical assistance developing mentoring programs for underrepresented employees; 6.) Technical assistance providing health insurance to employees; 7.) Scholarships for BPI certification for businesses owned by historically disadvantaged or underrepresented people, including minorities and women-owned businesses; and 8.) Technical assistance with bonding.</p> <p>The EIS should outline types of support that training programs should receive which include but are not limited to 1.) Funding for Qualified Training Programs; 2.) Funding for Pre-Apprenticeship programs and other programs that focus on connecting disadvantaged populations to jobs and careers in construction; 3.) Scholarships to provide opportunities for workers to participate in an advanced occupational training.</p> <p>The EIS should also define Additional Responsible Contractor Requirements in which Contractors and Subcontractors should be required to, 1.) Identify the number of jobs that will be created; 2.) Identify the job titles and skills required for the projected new jobs; 3.) Develop a hiring and recruitment plan in conjunction with the Department of Small Business Services.</p> <p>The EIS should also detail how Contractors and Subcontractors will indicate 1.) The number of community residents enrolled in the pre-apprentice training initiative; 2.) The percentage of minority and women workers enrolled in the pre-apprentice training initiative; 3.) The number who completed</p>		

The information on these pages has been reviewed. Responses to specific comments are included on the previous page.





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<p><i>I-70 East Supplemental Environmental Impact Statement</i> <i>Globeville, Elyria-Swansea Organizers Group Public Comment</i></p> <p><b>G1</b> <b>43. Prioritizing investment in creating commercial density and supporting existing small neighborhood businesses</b></p> <p>All economic mitigation from all Project Alternatives should maximize opportunities to create commercial density in or near all target areas. (OTH-ECON)</p> <p><b>ENVIRONMENTAL JUSTICE</b></p> <p><b>H1</b> One of the primary principles of environmental justice is, “To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.” The first step is to understand the effects in order to avoid, minimize, or mitigate them. One major deficiency of the DSEIS is that it does not understand the health effects of the highway. A health impact assessment of the highway widening was not conducted. To ensure open disclosure and consideration of the consequences that project emissions will have on health, a health impact assessment must be included in the current NEPA review because of the disparate health outcomes that have been identified in these communities by a Health Impact Assessment issued by Denver Environmental Health. The Health Impact Assessment did NOT specifically examine the impact of widening the highway in the Elyria-Swansea neighborhood, but it did provide information about existing conditions in the neighborhoods related to air quality. This Health Impact Assessment stated that the higher pollutant exposures expected from increasing traffic by 30% in these neighborhoods will significantly degrade the health status of these communities.</p> <p>The building of I-70 in the 1960s, prior to NEPA, was done without any public environmental review and as a result it was completed with little consideration for protecting local social and health conditions. As a consequence, it is clear that the surrounding communities have suffered significant ongoing negative impacts. The 1994 Executive Order 12898 states that all projects must “address disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.” Because the original highway was built without public review, it is unacceptable to use the “as-is” condition as the baseline for action. The re-building of I-70 should be seen as an opportunity to improve and restore the conditions of the community, not just to maintain the levels of hazards that were imposed without public process. The ultimate impacts of the highway should ensure that this low-income and minority population is living in an environment that is no less healthy than other populations in Denver. Any incremental negative impact of the highway expansion and reconstruction should be considered a Cumulative Impact as per NEPA, on top of the impacts already suffered by this community.</p> <p>Section 5.3.5 of the Environmental Justice section states that “environmental justice guidelines and orders require that low income and minority populations are provided with opportunities for meaningful public involvement.” CDOT claims that they have done significant public outreach, however, the community is not knowledgeable nor involved in the I-70 process. First, despite Elyria-Swansea containing 41% Spanish-speaking adults, the Environmental Impact Study was not provided for public review in Spanish. Only the Executive Summary of the SDEIS was published in Spanish. This results in the bulk of the report not being understandable by the people affected. The process did not sufficiently communicate the scope of the impacts and mitigations to the most affected residents and stakeholders in the community. In addition, organizers working on the ground with Globeville Elyria and Swansea stated that they heard from residents that they felt fear of participating in the process for fear of retribution due to their documentation status if they made their protest to the highway heard.</p> <p>Second, the majority of residents have very low familiarity with the project, and a large number know nothing about the project. Globeville Elyria Swansea LiveWell, a neighborhood based non-profit program, conducted a door-to-door survey of residents living within 0 and 6 blocks of I-70 in the Elyria-Swansea neighborhood in spring of 2014. 91 people, in different households responded to the survey. When asked “How much do you know about the I-70 Planning project?” 28% responded, “Nothing,”</p>			<p><b>H1</b> Health concerns have been adequately addressed in the Final EIS. For information on the Health Impact Assessments, please see AQ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The I-70 East project team used a variety of tools to solicit input and involvement from stakeholders that addressed issues of diversity of language, level of literacy and exposure to media. For more information on Environmental Justice considerations, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Cumulative impacts are discussed in Chapter 6 of the Final EIS.</p> <p>Outreach concerns have been addressed adequately in the Final EIS. For information on CDOT’s public involvement and Spanish-speaking community involvement please see OUT1 and OUT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>




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<p><i>I-70 East Supplemental Environmental Impact Statement</i> <i>Globeville, Elyria-Swansea Organizers Group Public Comment</i></p> <div><div>H1</div><div>27% responded, “Very little.” 53% of surveyed residents within 3 blocks of the widening area new nothing to very little about the project. 34% responded “Some.” 3.3% responded “A lot,” and 8% responded, “Most.” Thus 11% stated they knew “A Lot,” or “Most” and 53% stated they knew “nothing” or “very little.” This is significant lack of knowledge in the community. Interestingly, 0% of respondents responded, “I don’t care.” Clearly, the community cares about the project, however, they have not been affectively reached with information. These results counteract the claim that CDOT makes that they have meaningfully involved residents in the planning process.</div><div>Thirdly, a large majority of residents were not involved in any way with the discussions of the project. In Globeville, Elyria-Swansea LiveWell’s survey, surveyors asked “Have you been involved in the planning of the I-70 widening?” 81% of respondents answered, “No.” 4.4% responded “Yes, very little,” 12% responded, “Yes, some” and 2.2% responded, “Yes, a lot.” Thus, 81% of respondents were not involved in any way with planning the project, compared to 2% who were very involved.</div></div> <div><div>I1</div><div>44. Rather than basing mitigation on a set budget, mitigation should un-do the impact from the highway project.</div><div>In various conversations and presentations, CDOT has stated that it has a limited budget for mitigation. This is counter to the one of the basic principles of environmental justice is “To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.” In order to properly plan and implement the project, CDOT must concentrate on truly avoiding, minimizing, and mitigating the effects on the highway, and not on setting a budget for mitigation. If the cost of mitigating becomes too high, then the project must be done differently. It is not appropriate to simply pick and choose mitigations and not properly mitigate impacts because it does not fit within the budget.</div><div>What will be done to prevent CDOT from stating they run out of money and not implementing the required mitigations? This has happened in the past. For example, the widening of I-70 through Globeville promised artwork under I-70 and only a few panels were ever done near National Western. CDOT claimed they ran out of money. (EJ)</div></div> <div><div>J1</div><div>45. Money for maintenance of all improvements.</div><div>One of the primary principles of environmental justice is, “To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.” One way that CDOT must mitigate its impact is to ensure that there is funding to pay for the maintenance of all mitigation measures. CDOT does not have a good track record of maintaining its properties in these neighborhoods. Their properties are full of weeds and trash and are a detriment to the neighborhood. Due to the low income nature of the community, it is unreasonable to expect local organizations, institutions, and / or community members to pay to maintain the mitigations which are only needed because CDOT is building the widened highway. Examples of items that must be maintained are: the cover on the highway in front of Swansea School, the filtration system at Swansea School and Garden Place School, the improved doors and windows in all homes and organizations within 500 feet of the highway, the art, and the noise walls. (MAINT)</div></div> <div><div>Sincerely,</div><div>Councilwoman Judy Montero, City Council District 1 3457 Ringsby Court, Suite 215, Denver, CO 80216 (720) 337-7709</div><div>Councilwoman Deborah Ortega, City Council District 13 1437 Bannock Street, Suite 451, Denver, CO 80202</div></div>			<div><div>I1</div><div>Mitigation commitments for the project are proposed based on the impacts of the project, not on budgetary requirements. For information on Environmental Justice considerations, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in part 1 of Attachment Q.</div><div>CDOT is legally accountable to implement all mitigation that is included in the ROD.</div></div> <div><div>J1</div><div>Once a ROD is signed, CDOT is held legally accountable to deliver the mitigation identified in the ROD.</div><div>CDOT commits to identify a maintaining party for the cover’s facilities prior to the construction. For information on the maintenance of the Preferred Alternative highway cover, please see PA3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>Improvements to Swansea Elementary School will be maintained by the school. Garden Place Elementary School is not impacted by the project and will not have any mitigation.</div><div>Improvements to homes, including air conditioners, will be maintained through construction.</div><div>CDOT will maintain noise walls.</div></div>

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<p><i>I-70 East Supplemental Environmental Impact Statement Globeville, Elyria-Swansea Organizers Group Public Comment</i></p> <p>(720) 337-7713</p> <p>Councilman Albus Brooks, City Council District 8 3815 Steele Street, Denver, CO 80205 (720) 337-8888</p> <p>Coby Gould Executive Director, on behalf of The GrowHaus 4751 York Street, Denver, CO 80206 (303) 949-0930</p> <p>Felicia Griffin Executive Director, on behalf of FRESC: Good Jobs Strong Communities 140 Sheridan Boulevard, Denver, CO 80226 (303) 477-6111</p> <p>Rachel Cleaves Coordinator, on behalf of Globeville, Elyria-Swansea LiveWell 2501 E. 48<sup>th</sup> Avenue, Denver, CO 80216 (720) 217-5468</p> <p>Steven Moss Executive Director, on behalf of Focus Points Family Resource Center 2501 E 48<sup>th</sup> Ave, Denver, CO 80216 (303) 292-0770</p> <p>Wendy Hawthorne Executive Director, on behalf of Groundwork Denver 3050 Champa St, Denver, CO 80205 (303) 455-5600</p>			



Comments				Comments			
Source: Submittal		Document Number: 693	Name: Habitat for Humanity of Metro Denver	Source: Submittal		Document Number: 693	Name: Habitat for Humanity of Metro Denver
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Comments from Habitat for Humanity of Metro Denver</div> <div><div>From: "Heather Lafferty"</div><div>Date: Fri, October 31, 2014 10:47 am</div><div>To: "contactus@i-70east.com" &lt;contactus@i-70east.com&gt;</div></div> <div>October 30, 2014</div> <div>I-70 East Project Team</div> <div>Colorado Department of Transportation</div> <div>Denver, CO 80222</div> <div>Dear Members of the I-70 East Project Team,</div> <div>Thank you for the opportunity to respond to the recently released Supplemental Draft Environmental Impact Statement. I am writing today on behalf of the Neighborhood Development Collaborative and its 12 member organizations. We are a collaborative of affordable housing organizations that serve low and moderate income households, and work collectively to build homes and communities.</div> <div>We are concerned about the impact of the I-70 expansion on the Elyria and Swansea neighborhoods. In the attached document we outline the specific issues that need to be addressed in the final plan in regards to housing. These neighborhoods have been long affected by I-70 and can't afford for further hindrances to jeopardize their sustainability.</div> <div>Elyria and Swansea need to have a significant number of houses available for residents, and the expansion not only eliminates units but it also creates more of a divide within the neighborhood. CDOT needs to address these issues by replacing housing in the neighborhoods and ensuring the highway doesn't prevent the neighborhood from attracting services and resources. This is a social justice issue that we believe is CDOT's responsibility.</div>				<div>Attached are comments on specific aspects of the SDEIS in regards to housing and the need to replace housing within the neighborhood and protect families whose homes are now much closer to the highway. We are working with the City and County of Denver to conduct a Housing Replacement and Viability Study. That study will provide data to determine the specific investment required.</div> <div>Thanks for considering the issues we outline and for ensuring that the NE Denver neighborhoods directly impacted by this project are treated with the respect and dignity they deserve.</div> <div>In partnership,</div> <div>Heather Lafferty Executive Director and CEO</div> <div>Habitat Metro Denver&lt;<a href="https://www.habitatmetrodenver.org/">https://www.habitatmetrodenver.org/</a>&gt; is celebrating our 35th anniversary of building homes, communities and hope! [PBO05719913_HFHMD35yrs_Logo_CMYK.jpg]</div> <div>This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited</div>			

The information in the cover letter is noted. Responses to specific comments are included on the following pages.

Comments			Responses to Comments
Source: Submittal	Document Number: 693	Name: Habitat for Humanity of Metro Denver	
<div><div><p><a href="http://www.habitatmetrodenver.org">www.habitatmetrodenver.org</a></p></div><div><p><b>Main Office</b></p><p>3245 Eliot St. Denver, CO 80211 303-534-2929 Fax: 303-534-2727 Construction Hotline: 720-496-2736</p><p><b>Habitat ReStores</b></p><p>303-421-5300</p><p><u>Denver</u></p><p>70 Rio Grande Blvd Denver, CO 80223 Fax: 303-871-9900</p><p><u>Littleton</u></p><p>7890 W. Quincy Ave Denver, CO 80123</p><p><u>Wheat Ridge</u></p><p>(I-70 and Ward Rd.) 10625 West I-70 Frontage Road Wheat Ridge, CO 80033 Fax: 303-421-5301</p><div></div></div></div>			
<p>October 30, 2014</p> <p>I-70 East Project Team Colorado Department of Transportation 2000 South Holly Street Denver, CO 80222</p> <p>Dear Members of the I-70 East Project Team,</p> <p>Thank you for the opportunity to respond to the recently released Supplemental Draft Environmental Impact Statement. I am writing today on behalf of the Neighborhood Development Collaborative and its 12 member organizations. We are a collaborative of affordable housing organizations that serve low and moderate income households, and work collectively to build homes and communities.</p> <p>We are concerned about the impact of the I-70 expansion on the Elyria and Swansea neighborhoods. In the attached document we outline the specific issues that need to be addressed in the final plan in regards to housing. These neighborhoods have been long affected by I-70 and can't afford for further hindrances to jeopardize their sustainability.</p> <p>Elyria and Swansea need to have a significant number of houses available for residents, and the expansion not only eliminates units but it also creates more of a divide within the neighborhood. CDOT needs to address these issues by replacing housing in the neighborhoods and ensuring the highway doesn't prevent the neighborhood from attracting services and resources. This is a social justice issue that we believe is CDOT's responsibility.</p> <p>Attached are comments on specific aspects of the SDEIS in regards to housing and the need to replace housing within the neighborhood and protect families whose homes are now much closer to the highway. We are working with the City and County of Denver to conduct a Housing Replacement and Viability Study. That study will provide data to determine the specific investment required.</p> <p>Thanks for considering the issues we outline and for ensuring that the NE Denver neighborhoods directly impacted by this project are treated with the respect and dignity they deserve.</p> <p>In partnership,</p> <div></div> <p>Heather Lafferty Executive Director and CEO</p>			<div>The information in the cover letter is noted. Responses to specific comments are included on the following pages.</div>

Comments

Source: Submittal | Document Number: 693 | Name: Habitat for Humanity of Metro Denver

A

The social, environmental and economic effects of CDOT’s preferred alternative as described in the Draft Supplemental EIS on the residents of Globeville, Elyria and Swansea have been grossly underestimated. The I-70 East preferred alternative, including the mitigations described, will have disproportionately high and adverse human health and environmental effects on the minority and low income populations of these communities. The following changes must be made to mitigate the negative effects on the residents of Globeville, Elyria and Swansea the I-70 East project will have, and ensure compliance with Title VI of the Civil Rights Act of 1964.

B

DEIS section	Impact	Mitigation	Comment
5.22-2	49-53 residential relocations	DEIS: CDOT is planning a replacement housing effort with partners such as CRHDC, DHA, OED to assist in housing improvement loans and grant programs in the impacted area	CDOT should rely on the knowledge and expertise of the affordable housing community, structured as the Globeville/Elyria/Swansea Housing Group (GES Housing Advisory Group), to plan replacement housing efforts. Funding should be provided to the Denver Office of Economic Development in the form of a grant to be disbursed to affordable housing providers.
5.22-3		DEIS: Provide homeowners the opportunity to improve homes that are close to the highway construction between 45 <sup>th</sup> and 47 <sup>th</sup> Avenue	A large portion of Denver’s low income and minority residents live within 500’ of the area heavily impacted by the I-70 East reconstruction. This project must not negatively impact these residents’ health, quality of life, or economic investment. All residents living within 500’ of the highway reconstruction should have access to affordable home repair and improvement opportunities. Qualified housing improvements should increase air quality, noise reduction, affordable housing preservation, and resident retention rate. The GES Housing Group is conducting a Housing Replacement and Viability Study to further research appropriate replacement and improvements with potential for more efficient housing solutions. The results of this study will determine the scale and home improvements to mitigate the disproportionately high adverse impacts on low income and minority populations of Globeville, Elyria and Swansea. All housing rehabilitation funds should be channeled through Denver Office of Economic Development who will work with Globeville/Elyria/Swansea Housing Advisory Group and other non-profit housing providers to ensure an open, fair and coordinated process. Funds should be disbursed prior to construction to facilitate resident retention and maintain reasonable quality of life standards during construction.

C

A

The Environmental Justice analysis was performed according to state and federal guidance in order to ensure Title VI compliance. For information on Environmental Justice considerations, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B

As part of the mitigation included with the Preferred Alternative, CDOT will provide \$2 million to develop affordable housing units in the Elyria and Swansea Neighborhood through existing available programs. These programs have not been determined at this time. CDOT has been coordinating with the GES Housing Advisory Group and Denver and will continue to do so.

C

CDOT has identified mitigation measures above and beyond standard mitigation measures to alleviate the impact on these neighborhoods. For more information on Environmental Justice Considerations, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Mitigation specific to the Preferred Alternative will be to provide residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—interior storm windows and two free portable or window-mounted air conditioning units with air filtration for dust and noise impacts during construction, and assistance for the potential additional utility costs during construction. Additionally, CDOT will provide \$2 million to develop affordable housing units in the Elyria and Swansea Neighborhood through existing available programs. These programs have not been determined at this time.

The concerns regarding noise have been adequately addressed in the Final EIS. For information on mitigating noise during construction, please see IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The concerns regarding air quality have been adequately addressed in the Final EIS. For information on air quality and health, please see AQ1 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT has been coordinating with the GES Housing Advisory Group and Denver and will continue to do so.



Comments					Responses to Comments	
Source: Submittal		Document Number: 693	Name: Habitat for Humanity of Metro Denver			
<div>D</div> <div>E</div> <div>F</div> <div>G</div> <div>H</div>		5.22-3	DEIS: Replace some lost low income housing units in the community	The viability of the Globeville, Elyria and Swansea neighborhoods and the health of the residents in these communities is threatened by the I-70 East reconstruction. In order that these neighborhoods continue to thrive socially and economically, a minimum of 100% of 53 housing units lost due to this project must be replaced (estimated \$12-15 million). In addition, it is the GES Housing Group's belief that a greater than one ratio of units lost to replaced is beneficial to the community and would improve housing conditions and value associated with the I70 improvements done by CDOT.	<div>D</div> <p>Funding will be provided by CDOT to offset the loss of some residential units in the neighborhood. For information on the replenishment of housing stock in the impacted neighborhood, please see PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	
			Follow guidelines of Study to be completed	The Housing Replacement and Viability Study results and work done by the GES Housing Advisory group will define potential ratios and the associated benefits in order to mitigate for the disproportionately high adverse impacts on low income and minority populations of Globeville, Elyria and Swansea. In order to retain residents and maintain the character of the neighborhood, it will be important to maintain the same type of units that are being lost, including single family homes and number of bedrooms.	<div>E</div> <p>Funding will be provided by CDOT to offset the loss of some residential units in the neighborhood. For information on the replenishment of housing stock in the impacted neighborhood, please see PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	
			Oversight and leverage of funds	All housing construction funds should be channeled through Denver Office of Economic Development who will work with Globeville/Elyria/Swansea Housing Advisory Group and other non-profit housing providers to ensure an open, fair and coordinated process.	<div>F</div> <p>As part of the mitigation included with the Preferred Alternative, CDOT will provide \$2 million to develop affordable housing units in the Elyria and Swansea Neighborhood through existing available programs. These programs have not been determined at this time.</p>	
			Build noise walls to reduce noise	Residents of Globeville, Elyria and Swansea must not experience highway noise that exceeds the allowable NAC threshold. CDOT must ensure that no dwelling units or community gather places exceed the NAC threshold. Additionally, CDOT must ensure that NAC thresholds will not be exceeded in areas targeted for replacement housing and community investment projects. According to the recent Health Impact Assessment, the Globeville, Elyria and Swansea residents in close proximity to I-70 between I-25 and Colorado Blvd are already exposed to noise levels that exceed 55 dbs, the level of noise the EPA states can interfere with daily activities and have adverse impacts on sleep, work and school performance, and increase the risk of cardio vascular disease. These negative impacts must be mitigated.	<div>G</div> <p>Adequate noise analysis and mitigation is addressed in the Final EIS. For more information on mitigating noise during construction and traffic noise, please see IMP8 and IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	
			Relocation	Relocation services should be offered to any residents within 500 feet of the highway	<div>H</div> <p>There are no significant impacts that are associated with the project itself that would justify this mitigation. This would be an expensive measure that would impair neighborhoods rather than improving them by displacing more people than the bare minimum necessary to safely meet the purpose and need.</p>	
		Draft letter to CDOT to go with the (goal, purpose, achieve)			<p>CDOT follows the Uniform Act for relocating businesses and residents impacted by the project. For information on relocation of residences that will not be acquired by the project, please see PROP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments			Comments
Source: Submittal	Document Number: 714	Name: Iliff School of Theology - Rev. Dr. Miguel A. De La Torre and Dr. Tink Tinker	
<p>Current Folder: <b>SDEIS Comments Responded to</b></p> <p><b>Welcome:</b> <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></p> <p><b>I-70 Letter of Concern</b> <b>From:</b> "Tink Tinker" <b>Date:</b> Fri, October 31, 2014 1:41 pm <b>To:</b> <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></p> <p>To: Colorado Department of Transportation</p> <p>Mr. Don Hunt,</p> <p>Please find a letter attached that expresses our deep ethical concerns with regard to the I-70 widening planned through the Elyria-Swansea neighborhoods. Dr. de la Torre and I have also coordinated our statement with a broad spectrum of church community leaders. More than 200 have signed on to our statement on your web-site. Please accept our submission as an independent submission. The letter is also pasted below my signature for your convenience.</p> <p>Tink Tinker</p> <p>Dr. Tink Tinker (wazhazhe, Osage Nation)</p> <p>The Clifford Baldrige Professor of American Indian Cultures and Religious Traditions</p> <p>Iliff School of Theology</p> <p>2201 S. University Blvd.</p> <p>Denver, CO 80210</p>			

The information in the cover letter is noted. Responses to specific comments are included on the following pages.

Comments			Responses to Comments
Source: Submittal	Document Number: 714	Name: Iliff School of Theology - Rev. Dr. Miguel A. De La Torre and Dr. Tink Tinker	
<p>Dear Mr. Hunt,</p> <p>We the undersigned are religious leaders and professors from The Iliff School of Theology in Denver. We wish to express our serious concerns about the Colorado Department of Transportation's proposal to widen Interstate 70 in north Denver because of the devastation it will create in the mostly impoverished and Hispanic neighborhoods of Elyria-Swansea and Globeville between Colorado Boulevard and I-25. Our letter has been also signed by more than 200 people representing a broad spectrum of faith communities in our city and state, including a number of our faculty colleagues at Iliff. Our concerns include the following:</p> <div><div>A</div><div>First, widening Interstate 70 in this corridor will significantly increase the public health threat that the highway's presence already poses to residents in these neighborhoods. The City of Denver's Health Impact Assessment showed that currently, residents living within 500 feet of the present highway experience significant pollution exposure, creating asthma levels over 40%, compared to 28% citywide. Two elementary schools (Swansea and Garden Place) are within this 500-foot distance from I-70. Widening the highway will exacerbate these health concerns for children attending these schools. These neighborhoods, like others along the I-70 corridor, are burdened with air contaminants and greenhouse gas emissions, causing high incidence of respiratory illness and other chronic disease. Widening I-70 will expand the zone of serious air quality and health impacts further into these neighborhoods.</div></div> <div><div>B</div><div>Second, we believe this proposal will seriously fracture the cohesiveness of these neighborhoods. Elyria-Swansea and Globeville have yet to recover from the damage of when I-70 was first constructed fifty years ago. Numerous homes and local businesses were removed, and this access-limiting highway separated close-knit families and neighborhoods. The communities became detached from the rest of city and had to live with the negative effects of an elevated viaduct, including dirt, air pollution, noise, and shadows. This proposal of widening I-70 to more than 300 feet in width will remove the families living on 7 of 14 core blocks in Elyria – displacing at least fifty families – and will create further barriers between families and neighbors living north and south of the proposed expanded highway. Currently, there is no proposal for helping replace the housing stock that this project will remove with comparably priced housing in the same area. Displaced homeowners will not be equipped to find similar housing, and certainly not near the same neighborhood. This is a serious disruption of an already damaged social environment.</div></div> <div><div>C</div><div>Engineering that does not start with an understanding of neighborhoods and people is bad engineering. Engineering that does not advance community values and which results in displacement is social engineering at its worst. As people of faith, we oppose this proposal not only because it is unjust but also because it is immoral for what it does to the disenfranchised of our city. These neighborhoods will receive no significant social or environmental benefits with the approval of this proposal. This project does not improve connectivity, improve health and wellness of residents, make the community more livable nor provide benefits for improved mobility, especially given the high proportion of residents who do not own or operate motor vehicles.</div></div>			<div><div>A</div><div>Health concerns related to air quality have been adequately addressed in the Final EIS. For more information on air quality and health, please see AQ1 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Note that there are no air quality impacts from the project and Garden Place Elementary School is located in an area with minimal construction and will not be impacted by the project.</div></div> <div><div>B</div><div>The Partial Cover Lowered Alternative was developed in response to the community's concerns to reconnect the Elyria and Swansea Neighborhood. For more information on the Preferred Alternative highway cover, please see PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>The alternate modes of transportation and connectivity concerns have been adequately addressed in the Final EIS. For information on walkability and bicycle route improvements and north-south connectivity with the Preferred Alternative, please see TRANS2 and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>CDOT will provide funding to help offset the loss of some residential units. For more information on the Preferred Alternative's property impacts and displacement of residents and replenishment of housing stock, please see PROP2 and PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>C</div><div>CDOT recognizes that the project is going through an environmental justice neighborhood, and it has identified mitigation measures above and beyond standard measures to alleviate the impact on these neighborhoods. The reason that CDOT proposed the Partial Cover Lowered Alternative was to mitigate the impacts of the project by reconnecting the community across the highway and allowing Swansea Elementary School to remain in its existing location in response to community concerns.</div><div>CDOT has incorporated bicycle and pedestrian connectivity improvements at all proposed crossing of I-70 and improvements along 46th Avenue and Stapleton Drive North/South. Further improvements to the bicycle/pedestrian network outside the area of impact should be referred to the Denver. The Preferred Alternative will improve bicycle and pedestrian experiences in the project area by providing safe crossings across the highway. The lighting and sidewalks will also be improved with this project to follow Denver Standards.</div><div>CDOT is responsible for maintaining the highway system in the state; however, the I-70 project team has been coordinating with RTD, the local transit agency, and Denver to maximize the benefits to all modes of transportation.</div><div>For more information on project mitigation measures please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>



Comments			Responses to Comments
Source: Submittal	Document Number: 714	Name: Iliff School of Theology - Rev. Dr. Miguel A. De La Torre and Dr. Tink Tinker	
<div><div>D</div><div><p>We request that the Colorado Department of Transportation develop a solution that listens to the needs and wants of those who live in these neighborhoods. We seek a compromise that does not displace homes, families, or businesses in these neighborhoods. We seek a solution that demonstrably improves the health and wellness of residents beyond conditions that exist today – that is, a solution that results in measurably better health conditions for residents, school children, workers and visitors to these neighborhoods. We request a solution that improves mobility and accessibility of residents of these neighborhoods, that does not continue to rely on fossil fuel technology, and provides instead new investments in transit, sidewalk completion, separation of railways, and bicycle connections. We request a solution that focuses foremost on improved connectivity within these neighborhoods and repairing the damage caused by locating I-70 here more than 50 years ago.</p><p>We strongly affirm that investing in making these communities more complete, more vibrant, and healthier should be the city and state’s priority, not damaging them further through this misguided proposal.</p><p>Respectfully submitted,</p><div><div><div>Rev. Dr. Miguel A. De La Torre</div><div>Professor of Social Ethics &amp; Latino/a Studies</div></div><div><div>Dr. Tink Tinker</div><div>Professor of American Indian Cultures and Religious Traditions</div></div></div><p>Iliff School of Theology</p><p>2201 S. University Blvd.,</p><p>Denver, Colorado 80210</p></div></div>			<div><div>D</div><div><p>There is no solution that will not displace some residents or businesses. For information, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>CDOT has made every effort to reduce the impacts as much as possible. During the PACT process, CDOT committed to moving the frontage roads back under the highway after listening to concerns from residents and Denver, reducing the impacts from the viaduct alternatives. CDOT developed the Preferred Alternative with its cover to reconnect the neighborhood in response to community members who stated that it was very important for Swansea Elementary School remain in its current location central to the neighborhood. For information on outreach efforts, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on what has been done to reduce impacts to the Elyria and Swansea Neighborhood, please see EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>CDOT is committed to offset the impacts of the project with appropriate mitigation measures. For information on proposed mitigation, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>The Preferred Alternative’s cover provides a shared space for the community and the school. For information on the Preferred Alternative highway cover, please see PA2 and PA4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>The concerns regarding bike and pedestrian routes improvement and connectivity within the neighborhood have been adequately addressed in the Final EIS. For information on walkability and bicycle routes improvement and north-south connectivity, please see TRANS2 and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>The concerns regarding air quality have been adequately addressed in the Final EIS. For information on air quality and health, please see AQ1 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div>

Comments			Responses to Comments	
Source: Submittal		Document Number: 647	Name: Iliff School of Theology – Jill Fleishman	
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Comments			Responses to Comments
Source: Submittal	Document Number: 647	Name: Iliff School of Theology – Jill Fleishman	<div><div>E</div><div><p>The reason that CDOT proposed the Partial Cover Lowered Alternative was to mitigate the impacts of the project by reconnecting the community across the highway and allowing Swansea Elementary School to remain in its existing location in response to community concerns. The Preferred Alternative will improve bicycle and pedestrian experience in the project area by providing safe crossing across the highway. The lighting and sidewalks will also be improved with this project to follow Denver standards. For more information on walkability and bicycle route improvements, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>The concerns presented in this comment have been adequately addressed in the Final EIS. For information on Environmental Justice mitigation, please see EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>For information on the Preferred Alternative’s property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div>

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<div>This side intentionally left blank.</div>			<div>J</div> <p>There is no solution that will not displace some residents or businesses. For more information, please see ALT1 and PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. CDOT has made every effort to reduce the impacts as much as possible.</p> <p>CDOT developed the Preferred Alternative with its cover to reconnect the neighborhood in response to community members who stated that it was very important for Swansea Elementary School remain in its current location central to the neighborhood. CDOT is committed to offset the impacts of the project with appropriate mitigation measures. For information on proposed mitigation, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
			<div>K</div> <p>CDOT recognizes that the project will affect a low-income and minority neighborhood, and it has identified mitigation measures above and beyond standard measures to alleviate the impact on these neighborhoods based on the concerns presented by residents during public outreach.</p> <p>In response to concerns about neighborhood livability and walkability, CDOT has incorporated bicycle and pedestrian connectivity improvements at all proposed crossing of I-70 and improvements along 46th Avenue and Stapleton Drive North/South. The lighting and sidewalks will also be improved with the project and follow Denver standards.</p> <p>The concerns regarding air quality have been adequately addressed in the Final EIS. For information on health and air quality, please see AQ2 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>CDOT is responsible for maintaining the highway system in the state; however, the I-70 project team has been coordinating with RTD, the local transit agency, and Denver to maximize the benefits to all modes of transportation.</p>

Comments			Responses to Comments																
Source: Letter	Document Number: 370	Name: League of Women Voters of Colorado																	
<div><div></div><div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</div><div>Please submit comments to the address below</div><div>or via the I-70 East website (www.i-70east.com) by October 31, 2014.</div></div></div> <div><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: 10/15/14 Would you like to be included on the mailing list? <input checked="" type="radio"/> Yes <input type="radio"/> No</p><p>Name (required): Cynthia Ann Thorstad, ACB</p><p>Organization: League of Women Voters of Colorado</p><p>Address (required):</p><p>City/State/Zip:</p><p>Email:</p><p>Does your comment apply to any of the topics listed below? Please circle/select all that apply:</p><table><tr><td><input type="radio"/> Air quality</td><td><input type="radio"/> Environmental justice</td><td><input checked="" type="radio"/> Financing</td><td><input type="radio"/> Hazardous materials</td><td><input type="radio"/> Historic</td></tr><tr><td><input type="radio"/> Managed lanes</td><td><input type="radio"/> Noise</td><td><input type="radio"/> Property impacts</td><td><input type="radio"/> Swansea Elementary</td><td><input type="radio"/> Visual</td></tr><tr><td><input checked="" type="radio"/> Preliminary identified preferred alternative</td><td><input type="radio"/> Truck traffic</td><td><input type="radio"/> Other</td><td></td><td></td></tr></table><p>Please print your comment on the Supplemental Draft EIS legibly below</p><div><div>A</div><div><p>The I-70 East Supplemental Draft EIS is deficient in many significant ways, but my comment herein focuses on the most critical deficiency - CDOT's capital cost estimate for the I-270/I-76 Reroute Alternative.</p><p>Section 3.5 of the SDEIS asks this question "Why was the I-270/I-76 Reroute Alternative eliminated in the 2008 Draft EIS?" The six brief bulleted CDOT answers to this very important question are incorrect, superficial and dismissive.</p><p>With the guidance and analysis from several transportation planning engineers and consultants, and after much additional study, we have concluded</p><p>****Continue on back for more space****</p><p>Please turn in this form in to a project team member or mail/email by October 31, 2014, to:</p><p>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></p><div></div></div></div></div>				<input type="radio"/> Air quality	<input type="radio"/> Environmental justice	<input checked="" type="radio"/> Financing	<input type="radio"/> Hazardous materials	<input type="radio"/> Historic	<input type="radio"/> Managed lanes	<input type="radio"/> Noise	<input type="radio"/> Property impacts	<input type="radio"/> Swansea Elementary	<input type="radio"/> Visual	<input checked="" type="radio"/> Preliminary identified preferred alternative	<input type="radio"/> Truck traffic	<input type="radio"/> Other			<div><div>A</div><div><p>The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it does not meet the project's purpose to implement a transportation solution that improves safety, access, and mobility, and it does not address congestion on I-70. That decision has been confirmed and discussed in the Supplemental Draft EIS and the Final EIS.</p><p>CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. CDOT's cost estimate for the I-270/I-76 Reroute Alternative was verified by Denver staff in March 2013.</p></div></div>
<input type="radio"/> Air quality	<input type="radio"/> Environmental justice	<input checked="" type="radio"/> Financing	<input type="radio"/> Hazardous materials	<input type="radio"/> Historic															
<input type="radio"/> Managed lanes	<input type="radio"/> Noise	<input type="radio"/> Property impacts	<input type="radio"/> Swansea Elementary	<input type="radio"/> Visual															
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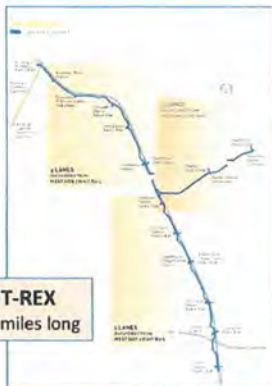


Comments			Responses to Comments
Source: Letter	Document Number: 370	Name: League of Women Voters of Colorado	
A			
	that CDOT's so-called "analysis" of the I-270/I-76 Reroute Alternative is entirely insufficient. CDOT's DEIS states that this alternative		
	"increases the project cost to approximately \$3.5 to \$4 billion, which is twice as much as existing alignment alternatives." This statement fails even a		
	rudimentary reasonableness check and cannot be supported. In truth, the I-270/I-76 Reroute Alternative will cost less than CDOT's preferred solution. Attached is supporting documentation, and a full presentation of our findings can be found on the League's website <a href="http://www.lwvcolorado.org">www.lwvcolorado.org</a> . We		
	compared a very similar highway expansion project completed in Denver, i.e., T-REX which was the widening of I-25 and I-225, encompassing 209		
	lane-miles for a total cost (excluding light rail) of \$795 million. This equals \$3.80 million per lane mile. The I-270/I-76 Reroute Alternative would add		
	204.8 lane-miles with CDOT's estimated cost of \$3.5 to \$4 billion dollars, which would be equal to \$17.1 - \$19.5 million per lane-mile constructed! This is a FIVE-FOLD unit cost difference between the two projects, notwithstanding the important fact that the T-REX project was built in a very		
	constrained and complex urban setting, very unlike the I-270/I-76 nearly rural setting. And due to the recent years of economic recession, construction		
	costs have remained stable. A much more reasonable cost estimate for the I-270/I-76 Reroute Alternative would be \$778 million, which would use the T-REX actual unit cost of \$3.80 million per lane-mile multiplied by the 204.8 lane miles of widening. Our analysis included other projects planned in		
	Colorado, and transportation projects in other states to ensure that T-REX's cost was consistent with other similar CDOT projects, as well as other		
similar national highway projects.			
In addition to this blatant blunder in cost estimating, CDOT has failed to recognize in its analysis that I-270 is already programed for some widening, regardless of whether their preferred alternative, what many people are referring to as the "trench", is built or not. This means that a "sunk cost" of			
40-50 lane-miles should also be instantly deleted from the I-270/I-76 Reroute Alternative cost estimate as it has already been defined in another			
transportation improvement project.			
The tax paying citizens of Colorado and the United States deserve better! It is apparent that CDOT has "rigged the numbers" to prematurely eliminate			
the I-270/I-76 Reroute Alternative. This option, which CDOT has dismissed, will cost much less than the "preferred" trench option and will not have a			
number of mitigating issues from the trench that are costing additional dollars from tax payers.			
****Attach more pages as needed****			
Thank you for your input			
Please turn in this form in to a project team member or mail/email by October 31, 2014, to:			
I-70 East EIS Team			
Colorado Department of Transportation			
2000 S. Holly Street, Denver, CO 80222			
Email: <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a>			
			

Comments

Source: LetterDocument Number: 370Name: League of Women Voters of Colorado

A “Reasonableness”  
Check on CDOT’s  
Reroute Cost  
Estimate



I-270/I76  
Reroute  
Cost Estimate

12.8 miles long  
x 16 lanes =  
204.8 lane-miles

I-25 from Logan St to I-225: 12 lanes x 6.5 miles = 78 lane-miles  
I-25 from I-225 to C-470: 14 lanes x 6.5 miles = +91 lane-miles  
I-225 from I-25 to Parker Rd: 10 lanes x 4.0 miles = +40 lane-miles  
Total Lane-miles Constructed = 209 lane-miles

Total Highway Cost	\$795 million	\$4.35 billion
Total Highway Cost per Lane Mile	\$3.80 million/lm	\$21.2 million/lm

Source: Southeast Corridor Constructors and CDOT.

12

These pages were included as an attachment to the comment and have been reviewed.



Comments

Source: LetterDocument Number: 370Name: League of Women Voters of Colorado

Key Issues Regarding CDOT’s Reroute Cost Estimate

	I-270/I-76 Reroute Cost Estimate		Issues
	Amount	Cost	
1.Route length	12.8 miles		
2.Existing through lanes	4		
3.Existing shoulder lanes	4		
4.New through lanes	8		If only 50% of the traffic on I-70 is “through,” why does more than the entire number of existing I-70 (i.e. 6) lanes need to move to the I-270/I76 Reroute option?
5.New shoulder lanes	4		
6.Total new lanes added	16		
7.Total new lane-miles added	204.8		
8.Roadway cost per lane-mile	\$8.8 M		Should be around \$2M per lane mile, based on other recent CDOT Interstate widening projects, such as I-225; I-25 Colorado Springs to Monument, and I-25 North Forty.
Subtotal roadway cost	Item 7 x Item 8	\$1,800,000,000	This line item alone is more than twice the cost of the entire T-REX highway project.
Additional structure cost	\$800 M	\$800,000,000	
New interchanges	\$20M each x 4	\$80,000,000	
Total construction cost		\$2,700,000,000	
Other costs:			
30% contingency		\$680,000,000	This is a math error.
15% design and 20% CO		\$800,000,000	This is a math error.
I-70 removal		\$47,000,000	
Right-of-way	\$8.2M per mile	\$100,000,000	
Total Project Cost Estimate		\$4,350,000,000	





Comments			Comments		
Source: Letter	Document Number: 370	Name: League of Women Voters of Colorado	Source: Letter	Document Number: 370	Name: League of Women Voters of Colorado
<div><div></div><div><p><b>I-270/I-76 Reroute/Bypass Alternative Draft Cost Estimate</b></p><p>An alternative to improve I-270 and reclassify I-70 (<b>I-270/I-76 reroute</b>) would involve converting the existing portion of I-70 from I-25 to I-270 to a limited access roadway. Additional capacity would be added to I-270 and I-76. The viaduct between Washington Street and Colorado Boulevard would be reconstructed or removed.</p><p>This alternative was eliminated in the first level of screening as part of the Environmental Impact Statement process. Cost estimates typically are not prepared for eliminated alternatives. However, in order to respond to questions regarding the details for this particular alternative, high level cost estimates were developed based on the assumptions described below. These estimates should be considered both preliminary and conservative given the considerable unknowns. Further, these estimates do not include the cost of rebuilding I-70 into collector/arterial roadway, improvements to Brighton Blvd, or any improvements that may be needed on I-25.</p><p><b>Basis for Estimated Costs</b></p><p>In order to provide an equitable and comparable estimate, I-270/I-76 reroute costs are based on estimates generated for the non-viaduct portions (from Colorado Blvd to I-225) of the current alignment alternative in the 2008 Draft Environmental Impact Statement along with typical CDOT base project estimates.</p><p><i>I-70 East Project Estimates for Roadway from Colorado Blvd to I-225/CDOT Base Estimates</i></p><ul style="list-style-type: none"><li>• Average cost per lane mile: \$8.8 million</li><li>• Average cost per square foot of structures (bridges that need to be rebuilt): \$250/sq. ft.</li><li>• Cost per additional interchange: \$20 million</li></ul><p><b>Estimated Cost of I-270/I-76 Reroute</b></p><p>Length of I-270/I-76 highway reroute: 12.8 miles</p><p>Typical section for highway reroute: 12 lanes &amp; 4 shoulders</p><p>(8 lanes to accommodate I-70 traffic, 4 lanes for traffic already on I-270 and I-76)</p><p>Total lane miles: 12.8 miles × 16 lanes = 204.8 miles</p><p><b>Subtotal: Roadway cost = 204.8 miles × \$8.8 million = \$1.8 billion</b></p><hr/><p>Proposed structure area: 3.2 million square feet</p><p><i>Structure cost = 3.2 million × \$250 = \$800 million</i></p><p>Additional interchanges: 4</p><p><i>Interchange cost = 4 × \$20 million = \$80 million</i></p><p><b>Subtotal: Construction cost = \$1.8B + \$800M + \$80M = \$2.7 billion</b></p><hr/><p><i>Preliminary data. Should not be considered in final decisions. Information is subject to change.</i></p></div></div>			<div><div><p><i>I-270 and I-76 Bypass Alternative: Assumption of Estimated Cost July 9, 2012 Page 2 of 2</i></p><p>30 percent construction contingency: \$680 million</p><p>15 percent design, 20 percent construction oversight: \$800 million</p><p><b>Total: construction cost = \$2.7B + \$680M + \$800M = \$4.2 billion</b></p><hr/><p><u>Estimated cost for other project elements:</u></p><p>I-70 removal: \$47 million</p><p>Right of way: \$100 million (assumed \$8.2 million per mile)</p><p><b>Total DRAFT Estimate = \$4.2b + \$47m + \$100m = \$4.35 billion</b></p><div></div><p><i>Preliminary data. Should not be considered in final decisions. Information is subject to change.</i></p></div></div>		

These pages were included as an attachment to the comment and have been reviewed.





Comments			Responses to Comments
Source: Submittal	Document Number: 583	Name: League of Women Voters of Denver	
<div>Page 1 of 1</div>			
<div>Current Folder: SDEIS Comments Responded to</div>			
<div>Welcome: contactus@i-70east.com</div>			
<div>Comment Form for the I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</div> <div><div>From: "Pearlanne Zelarney"</div><div>Date: Thu, October 30, 2014 2:56 pm</div><div>To: "contactus@i-70east.com" &lt;contactus@i-70east.com&gt;</div><div>Cc: "Marty Sloven"</div></div>			
<div>I have attached a comment form from the League of Women Voters of Denver. Please let me know if you have any problems with the file.</div> <div>Thank you,</div> <div>Pearlanne Zelarney</div> <div>Director of Communications</div> <div>League of Women Voters of Denver</div>			<div>The information in the cover letter is noted. Responses to specific comments are included on the following pages.</div>

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Comments			Responses to Comments		
Source: Submittal		Document Number: 583	Name: League of Women Voters of Denver		
<div><div></div><div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</div><div>Please submit comments to the address below or via the I-70 East website (www.i-70east.com) by October 31, 2014.</div></div></div> <div><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><div><div>Date: 10/30/14</div><div>Would you like to be included on the mailing list? <input checked="" type="radio"/> Yes <input type="radio"/> No</div></div><div><div>Name (required): Pearlanne Zelarney, Director of Communications</div><div>Organization: League of Women Voters of Denver</div><div>Address (required):</div><div>City/State/Zip:</div><div>Email:</div></div><div><div>Does your comment apply to any of the topics listed below? Please circle/select all that apply:</div><div><div><input type="radio"/> Air quality</div><div><input type="radio"/> Environmental justice</div><div><input checked="" type="radio"/> Financing</div><div><input type="radio"/> Hazardous materials</div><div><input type="radio"/> Historic</div><div><input type="radio"/> Managed lanes</div><div><input type="radio"/> Noise</div><div><input type="radio"/> Property impacts</div><div><input type="radio"/> Swansea Elementary</div><div><input type="radio"/> Visual</div><div><input checked="" type="radio"/> Preliminary identified preferred alternative</div><div><input type="radio"/> Truck traffic</div><div><input checked="" type="radio"/> Other</div></div></div><div><div>Please print your comment on the Supplemental Draft EIS legibly below</div><div><div><div>A</div><div><div>The League of Women Voters of Denver strongly recommends that all alternatives be addressed in the final Environmental Impact Statement, including the I-270/I-76 reroute option and the option to make no changes at this time. We hope this will provide a full and accurate cost analysis and we believe it will reassure the public that all promising options are fairly considered. Comparative cost data, the sources of the funding and lifetime expected cash flows on all of the available options, and transparency on the part of CDOT are all a matter of great concern to League members. We also call for continued involvement of all stakeholders, as this is crucial to arrive at a decision that best serves current and future residents of the affected areas in Denver.</div><div>(continued next page)</div></div></div></div><div><div>****Continue on back for more space****</div><div><div>Please turn in this form in to a project team member or mail/email by October 31, 2014, to:</div><div><div>I-70 East EIS Team</div><div>Colorado Department of Transportation</div><div>2000 S. Holly Street, Denver, CO 80222</div><div>Email: contactus@i-70east.com</div></div><div></div></div></div></div></div>					<div><div><div>A</div><div><div>The I-270/I-76 Reroute Alternative was evaluated and eliminated in the EIS alternatives analysis process because it did not meet the project’s purpose and need. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>Because of deteriorating structural conditions making no changes is not an option due to safety issues. For more information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>CDOT has conducted continuous public involvement on the I-70 East project for more than 11 years. For more information on CDOT’s public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>CDOT has provided an unprecedented level of public involvement to find ways to improve the project, and lessen the impact of the project. For information on Environmental Justice communities and the Preferred Alternative highway cover, please see EJ1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div></div></div>

S-96 January 2016



Comments			Comments
Source: Letter	Document Number: 700	Name: Neighborhood Development Collaborative	
<div><div></div><div><p>October 31, 2014</p><p>I-70 East Project Team Colorado Department of Transportation 2000 South Holly Street Denver, CO 80222</p><p>Dear Members of the I-70 East Project Team,</p><p>Thank you for the opportunity to respond to the recently released Supplemental Draft Environmental Impact Statement. I am writing today on behalf of the Neighborhood Development Collaborative and its 12 member organizations. We are a collaborative of affordable housing organizations that serve low and moderate income households, and work collectively to build homes and communities.</p><p>We are concerned about the impact of the I-70 expansion on the Elyria and Swansea neighborhoods. In the attached document we outline the specific issues that need to be addressed in the final plan in regards to housing. These neighborhoods have been long affected by I-70 and can't afford for further hindrances to jeopardize their sustainability.</p><p>Elyria and Swansea need to have a significant number of houses available for residents and the expansion not only eliminates units but it also creates more of a divide within the neighborhood. CDOT needs to address these issues by replacing housing in the neighborhoods and ensuring the highway doesn't prevent the neighborhood from attracting services and resources. This is a social justice issue that we believe is CDOT's responsibility.</p><p>Attached are comments on specific aspects of the SDEIS in regards to housing and the need to replace housing within the neighborhood and protect families whose homes are now much closer to the highway. We are working with the City and County of Denver to conduct a Housing Replacement and Viability Study. That study will provide data to determine the specific investment required.</p><p>Thanks for considering the issues we outline and for ensuring that the NE Denver neighborhoods directly impacted by this project are treated with the respect and dignity they deserve.</p><p>Sincerely,</p><p>Marvin Kelly, Board President Neighborhood Development Collaborative</p><div><div>X</div></div></div></div> <div><div>The information in the cover letter is noted. Responses to specific comments are included on the following pages.</div></div>		<p><b>NDC Members:</b></p> <p><b>Archway Housing &amp; Services, Inc.</b> Joyce Alms-Ransford, Executive Director</p> <p><b>Colorado Coalition for the Homeless</b> Bill Windsor, Executive Director</p> <p><b>Colorado Housing Assistance Corp.</b> Michelle Mitchell, President</p> <p><b>Community Resources &amp; Housing Development Corp.</b> Al Gold, Executive Director</p> <p><b>Del Norte Neighborhood Development Corp.</b> Marvin Kelly, Executive Director</p> <p><b>Denver Housing Authority</b> Ismael Guerrero, Executive Director</p> <p><b>Denver Urban Renewal Authority</b> Tracy Huggins, Executive Director</p> <p><b>Habitat for Humanity Metro Denver</b> Heather Lafferty, Executive Director</p> <p><b>NEWSED Community Development Corp.</b> Veronica Barela, Executive Director</p> <p><b>Northeast Denver Housing Center</b> Gete Mekonnen, Executive Director</p> <p><b>Rocky Mountain Communities</b> Dick Taft, President and CEO</p> <p><b>Urban Land Conservancy</b> Aaron Miripol, President and CEO</p>	

Comments				Responses to Comments	
Source: Letter		Document Number: 700	Name: Neighborhood Development Collaborative		
A	The social, environmental and economic effects of CDOT’s preferred alternative as described in the Draft Supplemental EIS on the residents of Globeville, Elyria and Swansea have been grossly underestimated. The I-70 East preferred alternative, including the mitigations described, will have disproportionately high and adverse human health and environmental effects on the minority and low income populations of these communities. The following changes must be made to mitigate the negative effects on the residents of Globeville, Elyria and Swansea the I-70 East project will have, and ensure compliance with Title VI of the Civil Rights Act of 1964.				
	DEIS section	Impact	Mitigation	Comment	
	5.22-2	49-53 residential relocations	DEIS: CDOT is planning a replacement housing effort with partners such as CRHDC, DHA, OED to assist in housing improvement loans and grant programs in the impacted area	CDOT should rely on the knowledge and expertise of the affordable housing community, structured as the Globeville/Elyria/Swansea Housing Group (GES Housing Advisory Group), to plan replacement housing efforts. Funding should be provided to the Denver Office of Economic Development in the form of a grant to be disbursed to affordable housing providers.	
B					
C	5.22-3		DEIS: Provide homeowners the opportunity to improve homes that are close to the highway construction between 45 <sup>th</sup> and 47 <sup>th</sup> Avenue	A large portion of Denver’s low income and minority residents live within 500’ of the area heavily impacted by the I-70 East reconstruction. This project must not negatively impact these residents’ health, quality of life, or economic investment. All residents living within 500’ of the highway reconstruction should have access to affordable home repair and improvement opportunities. Qualified housing improvements should increase air quality, noise reduction, affordable housing preservation, and resident retention rate. The GES Housing Group is conducting a Housing Replacement and Viability Study to further research appropriate replacement and improvements with potential for more efficient housing solutions. The results of this study will determine the scale and home improvements to mitigate the disproportionately high adverse impacts on low income and minority populations of Globeville, Elyria and Swansea. All housing rehabilitation funds should be channeled through Denver Office of Economic Development who will work with Globeville/Elyria/Swansea Housing Advisory Group and other non-profit housing providers to ensure	
				A The environmental justice analysis was performed according to state and federal guidance in order to ensure Title VI compliance. For information on Environmental Justice considerations, please see EJ1 through EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
				B As part of the mitigation included with the Preferred Alternative, CDOT will provide \$2 million to develop affordable housing units in the Elyria and Swansea Neighborhoods through existing available programs. These programs have not been determined at this time. For information on the replenishment of housing stock in the impacted neighborhood, please see PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
				C Mitigation specific to the Preferred Alternative will be to provide residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—interior storm windows and two free portable or window-mounted air conditioning units with air filtration for dust and noise impacts during construction, and assistance for the potential additional utility costs during construction. As part of the mitigation included with the Preferred Alternative, CDOT will provide \$2 million to develop affordable housing units in the Elyria and Swansea Neighborhoods through existing available programs. These programs have not been determined at this time.	
				Construction impacts and mitigation have been adequately addressed in the Final EIS. For more information on mitigating noise during construction, please see IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
				For more information on human health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
				For more information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
				For more information on air quality with the Preferred Alternative, please see AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
				For more information on air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	

Comments				Responses to Comments
Source: Letter		Document Number: 700	Name: Neighborhood Development Collaborative	
D E F	5.22-3	DEIS: Replace some lost low income housing units in the community	<p>an open, fair and coordinated process. Funds should be disbursed prior to construction to facilitate resident retention and maintain reasonable quality of life standards during construction.</p> <p>The viability of the Globeville, Elyria and Swansea neighborhoods and the health of the residents in these communities is threatened by the I-70 East reconstruction. In order that these neighborhoods continue to thrive socially and economically, a minimum of 100% of 53 housing units lost due to this project must be replaced (estimated \$12-15 million). In addition, it is the GES Housing Group’s belief that a greater than one ratio of units lost to replaced is beneficial to the community and would improve housing conditions and value associated with the I70 improvements done by CDOT.</p>	<p><b>D</b> Property impacts have adequately been addressed in the Final EIS. For information on property impacts and the replenishment of housing stock in the impacted neighborhood, please see PROP2 and PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>E</b> Comment noted.</p> <p>CDOT will provide \$2 million to develop affordable housing units in the Elyria and Swansea Neighborhoods through existing available programs. For information on the replenishment of housing stock in the impacted neighborhood, please see PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>F</b> As part of the mitigation included with the Preferred Alternative, CDOT will provide \$2 million to develop affordable housing units in the Elyria and Swansea Neighborhoods through existing available programs. These programs have not been determined at this time.</p>
		Follow guidelines of Study to be completed	The Housing Replacement and Viability Study results and work done by the GES Housing Advisory group will define potential ratios and the associated benefits in order to mitigate for the disproportionately high adverse impacts on low income and minority populations of Globeville, Elyria and Swansea. In order to retain residents and maintain the character of the neighborhood, it will be important to maintain the same type of units that are being lost, including single family homes and number of bedrooms.	
		Oversight and leverage of funds	All housing construction funds should be channeled through Denver Office of Economic Development who will work with Globeville/Elyria/Swansea Housing Advisory Group and other non-profit housing providers to ensure an open, fair and coordinated process.	



Comments					Responses to Comments	
Source: Letter		Document Number: 700	Name: Neighborhood Development Collaborative			
G			Build noise walls to reduce noise	Residents of Globeville, Elyria and Swansea must not experience highway noise that exceeds the allowable NAC threshold. CDOT must ensure that no dwelling units or community gather places exceed the NAC threshold. Additionally, CDOT must ensure that NAC thresholds will not be exceeded in areas targeted for replacement housing and community investment projects. According to the recent Health Impact Assessment, the Globeville, Elyria and Swansea residents in close proximity to I-70 between I-25 and Colorado Blvd are already exposed to noise levels that exceed 55 dbs, the level of noise the EPA states can interfere with daily activities and have adverse impacts on sleep, work and school performance, and increase the risk of cardio vascular disease. These negative impacts must be mitigated.	<div>G Noise impacts and mitigation analysis is adequately addressed in the Final EIS in accordance with CDOT's Noise Analysis and Abatement Guidelines. For more information on mitigating noise during construction and traffic noise, please see IMP8 and IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>	
H			Relocation	Relocation services should be offered to any residents within 500 feet of the highway	<div>H There are no significant impacts that are associated with the project itself that would justify this mitigation. This would be an expensive measure that would impair neighborhoods rather than improving them by displacing more people than the bare minimum necessary to safely meet the purpose and need. For information on relocation of residences that will not be acquired by the project, please see PROP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>	

Comments			Responses to Comments
Source: Submittal	Document Number: 324	Name: Sand Creek Regional Greenway	
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div>From: "Kate Kramer, Sand Creek Regional Greenway"</div> <div>Date: Tue, October 14, 2014 12:25 pm</div> <div>To: webmastercc@i-70east.com (more)</div> <div>name: Kate Kramer, Sand Creek Regional Greenway</div> <div><div>A</div><div>comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Noise comments: I support Alternative Alignments A &amp; B and not C or D. The Sand Creek Regional Greenway would be negatively impacted by moving I-70 to the I-270 alignment. The Greenway would be under 10-12 lanes of highway east of Vasquez. There would be a very tall retaining wall along the north side of the SCRG along the current Sand Creek Drive. Both of these new highway features would greatly detract from the trail user experience along the Sand Creek Regional Greenway. The reason I am referring to Alternative Alignments is that several of my board members raised the issue with me, since they have heard about or been advocates of moving I-70 to the I-270 alignment. My understanding is that Alternative Alignments C &amp; D are off the table, but if they are not off the table, I wanted to be on record to state the serious and negative impact Alignments C &amp; D would have on the Sand Creek Regional Greenway.</div></div>			<div><div>A</div><div>The Realignment Alternatives were eliminated from further consideration during the period between the 2008 Draft EIS and the 2014 Supplemental Draft EIS. The community comments and input resulted in additional analysis by the project team that showed the Realignment Alternatives were not reasonable. The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS; additional analysis during the 2014 Supplemental Draft EIS reaffirmed its elimination because it does not meet the project’s purpose to implement a transportation solution that improves safety, access, and mobility and it does not address congestion on I-70. For information on alternatives that remove I-70 East from its current alignment, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>

Comments			Responses to Comments
Source:	Public hearing transcript	Document Number: 148	Name: Sierra Club - Becky English
A	B	C	<p><b>A</b> The Supplemental Draft EIS and Final EIS are fully compliant with the requirements of NEPA, the Clean Air Act, 23 U.S.C. Sec. 109(h) and other provisions. The impacts and mitigation have been identified for all reasonable alternatives remaining. For information on impacts of the highway air pollution and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Environmental health issues are considered in Section 5.20 of the Final EIS and details about the air quality analyses conducted are located in Section 5.10 of the Final EIS and Attachment J, Air Quality Technical Report.</p>
			<p><b>B</b> CDOT, FHWA, CDPHE, and EPA have all coordinated regarding analysis needs, specifically including the pollutants for which there is a local air quality concern. The identification of the need to model hotspots specifically excluded PM2.5 and NO2, because these pollutants have never been pollutants of local air quality concern in the Denver Metropolitan area and all monitoring for these pollutants show concentrations well below the NAAQS. EPA’s general, nationwide concerns about PM2.5 and NO2 do not demonstrate that they are localized concerns with NAAQS likely to be violated in the Denver area. This is particularly the case where the emissions inventories for the I-70 East corridor show large reductions in PM2.5 tailpipe and NO2 emissions (the precursor to NO2). For example, the emissions analysis shows that PM2.5 emissions will drop from 0.74 tons per day in 2010 to 0.37 tpd for the No-Action Alternative or 0.38 tpd for the Partial Cover Lowered Managed Lane Alternative in January. NO2 emissions are predicted to drop from 15.38 tpd in 2010 to 3.40 tpd for the No-Action Alternative in 2035 or 3.50 for the Partial Cover Lowered Managed Lanes Alternative. Both pollutant inventories account for increases in VMT. Furthermore, extrapolating the existing ratio of PM2.5 to PM10 to other scenarios in an effort to predict violations of the NAAQS is not scientifically valid, as particulate emissions in different size fractions come from multiple different sources, not all of which vary at the same rate with changes between build alternatives or traffic loads. And, the difference between the No-Action Alternative and Partial Cover Lowered Managed Lanes Alternative was only 2.7 percent for PM2.5 emissions in 2035 and 3.5 percent for NO2.</p> <p>Thus, any health effects below NAAQS thresholds or pollutants without EPA thresholds are expected to improve with time and the analysis of air quality shows that no exceedances of air quality standards are expected. And, all of the alternatives are nearly identical from an air quality perspective, with only very small differences between them and none exceeding applicable standards. Accordingly, there is no requirement under NEPA to conduct further analyses or analyze mitigation for impacts that are not significant. For more information on transportation-related pollutants, including PM2.5, NO2, CO, and PM10, please see AQ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><i>Responses continue on the following page.</i></p>
<p>Good evening. Thank you. I'm here representing the Sierra Club this evening. I'm here to actually kind of defend the clean, the air quality act because I think it's very, very important for CDOT to make sure it's in compliance with the air quality act and also, also NEPA, the National Environmental Protection Act. The First Supplemental Draft EIS is inadequate because it fails to assess the impact that emissions from the expanded highway will have on the health of the near-highway neighbors and secondly, compliance with the clean air act by failing to model the ambient concentrations of pollutants that EPA has identified as causing significant threats to public healths—health, excuse me.</p> <p>NEPA requires that an EIS use the best available science to assess all impacts that the project will have that significantly affect the human environment. If an EIS fails to disclose significant impacts and fails to consider alternatives and mitigation that can avoid or prevent those impacts, then the EIS is not in compliance with NEPA. In its latest version to the national air quality standards, the EPA identified two pollutants emitted from highways as posing significant risks to human health, PM 2.5—soot and fine particles—and nitrogen dioxide. Because of the significance of the health risks associated with these pollutants, the EPA now requires the states to establish monitors adjacent to highways to monitor public exposure to these pollutants. The health effects research that EPA relied upon to identify emissions from PM 2.5 and NOx from highways as causing significant health risks has since been augmented by additional research more recently showing that highway emissions cause health risks to fetuses, newborns, and the elderly. Because these pollutants present a significant health risk to the communities adjacent to I-70, the air quality technical report prepared for the SDEIS is inadequate because it fails to model the impact that these emissions will have on attainment of the national ambient air quality standards for PM 2.5 and NOx.</p> <p>This omission is particularly egregious because the emission inventory data developed for the PM 10 modeling shows that 50 percent of the PM 10 emitted from the build project alternatives is less than 2.5 micrometers in size, and is therefore likely to cause violations according to the law.</p> <p>I just wanted to point out that a study that Denver Environment and Health did is quite compelling. It shows that people are dying 3.5 years younger in these neighborhoods than in similar neighborhoods in the state. That means that 15,000 residents in these neighborhoods are losing 50,000 years of their lives. So we need to make sure that whatever alternative is finally implemented that these people's health and also our national environmental standards are upheld.</p> <p>Thank you very much. Oh, we'll be writing a longer comment by the way. The Sierra Club will write it probably in cooperation with other environmental organizations, and submit it via email.</p>			



Comments			Responses to Comments
Source:	Public hearing transcript	Document Number: 148	Name: Sierra Club - Becky English
<div>This side intentionally left blank.</div>			<div>C</div> <p>Section 5.20 of the Final EIS contains an expanded discussion of environmental health issues in the Globeville and Swansea and Elyria neighborhoods, including the Health Impact Assessment conducted by DEH. It is important to consider that the neighborhoods in question also experience disproportionate levels of poverty, non-highway pollution from stationary sources (including the Xcel Cherokee Power Station, the Suncor Refinery, the Purina pet food facility, and Metro Wastewater) and many other factors that have been identified by DEH. An additional health impact assessment study is not required by NEPA or the Clean Air Act, would be subject to very large uncertainties, and would not assist the decision makers in evaluating the choice among reasonable alternatives. For more information on a Health Impact Assessment, please see AQ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

Comments			Comments											
Source: Submittal	Document Number: 754	Name: Sierra Club - Bob Yuhnke	Source: Submittal	Document Number: 754	Name: Sierra Club - Bob Yuhnke									
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 East EIS - SDEIS COMMENTS</div> <div>From: "Bob Yuhnke"</div> <div>Date: Fri, October 31, 2014 5:13 pm</div> <div>To: contactus@i-70east.com</div> <div>Cc: "English, Becky"</div> <div>Dear CDOT and FHWA,</div> <div>Attached for your review and consideration are comments submitted on behalf of the Sierra Club, Rocky Mountain Chapter, and Joe Elliott, Swansea resident.</div> <div>Bob Yuhnke</div> <div>303-499-0425</div>			Duration	D EPA Region	State	County	City	CBSA	Address	Site ID	POC	Exc Events	Obs	
			24 HOUR	8	CO	Adams	Commerce	Denver-Aur	7101 Birch	80010006		1	None	121/105/11
			24 HOUR	8	CO	Adams	Commerce	Denver-Aur	7101 Birch	80010006		2	None	62/50/73
			24 HOUR	8	CO	Denver	Denver	Denver-Aur	2105 Broac	80310002		1	None	354/301/3:
			24 HOUR	8	CO	Denver	Denver	Denver-Aur	2105 Broac	80310002		2	None	67/50/62
			24-HR BLK	8	CO	Denver	Denver	Denver-Aur	2105 Broac	80310002		3	None	270
			24-HR BLK	8	CO	Denver	Denver	Denver-Aur	2105 Broac	80310002		3	None	151
			24 HOUR	8	CO	Denver	Denver	Denver-Aur	971 W. Yur	80310027		1	None	75
			24-HR BLK	8	CO	Denver	Denver	Denver-Aur	971 W. Yur	80310027		3	None	131
			The information on these pages has been reviewed. Responses to specific comments are included on the following pages.											
First Max	Second Ma	Third Max	Fourth Ma	98th %ile	2 3-yr averag	Weighted /	3-yr average	annual means						
41.9/33.7/	20/28.7/26	19.5/25.4/	18.3/19.3/	20 / 25 / 2	23	7.6 / 8.6 / 8		8.1						
20.9/25.8/	18.8/16.4/	13.2/15.5/	13.2/13.4/	19 / 26 / 2	24	7.2 / 7.9 / 8		7.9						
28.5	27.2	22.7	21	19 / 19 / 2	19	7.5 / 8.0 / 7		7.7						
29.9	28.6	18.9	18.3	15 / 37 / 2	27	7.2 / 7.9 / 8		7.9						
36.4	36	30.2	30.2	28 (2013)		8.8	NA							
44.3	39	37.5	28.5	29 (2014)		9.3	NA							
48.3	34.9	29.9	25.1	35 (2014)		9.3	NA							
57	44.3	35.3	30.3	35 (2014)		10.7	NA							

Comments			Responses to Comments
Source:	Submittal	Document Number: 754      Name: Sierra Club - Bob Yuhnke	
<p><b>THE SUPPLEMENTAL DRAFT EIS FOR PROPOSED EXPANSION OF I-70 EAST MUST BE REVISED TO ADEQUATELY DISCLOSE IMPACTS OF AIR POLLUTANTS ON COMMUNITY HEALTH AND AIR QUALITY.</b></p> <p><b>By</b> <b>Robert E. Yuhnke</b></p> <p><b>Executive Summary.</b></p> <p><b>The SUPPLEMENTAL DRAFT EIS (SDEIS) for the proposed expansion of I-70 EAST is Not Adequate because the impacts of air pollutants emitted from the Project on the health of near-by residents and on air quality are not investigated or disclosed, and alternatives and/or mitigation needed to enhance the health of nearby communities, and to prevent or avoid violations of national ambient air quality standards have not been identified.</b></p> <div><div><b>A</b></div><div><b>Health Impact Assessment Required.</b> Evidence documented by Denver Environmental Health (DEH) showing disparate health outcomes for residents in the Globeville/Elyria/Swansea neighborhoods and the city council districts where I-70 is located compared to other council districts in Denver, including a 50% higher incidence of mortality related to cardiovascular disease, 50,000 more years of life lost annually, and 40% greater rate of hospitalization of children for asthma, demonstrate that these residents are disproportionately affected by the diseases of air pollution. The contribution that emissions from current vehicle travel on heavily trafficked highways such as I-70 make to these adverse community health outcomes must be evaluated, disclosed to decisionmakers and the public, and considered in the evaluation of alternatives to determine the extent to which community health can be enhanced by reducing, not increasing, exposure to traffic pollution in these neighborhoods.</div></div> <div><div><b>B</b></div><div><b>Modeling of all Mobile Source-Related NAAQS Required.</b> Both emissions from an expected 30% increase in traffic traveling in the I-70 Project area, and emissions during construction of the project from heavy equipment, could cause violations of national ambient air quality standards (NAAQS) in the Project area. The Clean Air Act (CAA), Part C, requires that States adopt an implementation plan containing control measures to prevent violations of NAAQS in areas that currently attain the NAAQS. If violations of these air quality standards occur, the CAA requires that the plan for the area be revised to reduce ambient concentrations below the level of the NAAQS. 40 CFR §51.160. Violations trigger obligations to develop and implement a control strategy to eliminate the NAAQS violations, and imposes limitations on the permitting of new or modified sources. Preventing violations of the NAAQS protects public health by avoiding pollutant concentrations known to be harmful, is cheaper than requiring emission reductions after violations occur, and is less burdensome on other emission sources.</div></div> <div><div><b>C</b></div><div><b>Consideration of Alternatives and Mitigation Measures to Reduce Public Exposure to Harmful Pollutants, and to Ensure Attainment of NAAQS Required.</b> The proposed Project is proposed to accommodate at least a 30% increase in traffic and related increases in pollutant exposures in an area where traffic pollution is currently contributing to</div></div>			<div><div><b>A</b></div><div>Section 5.20, Human Health Conditions, of the Final EIS contains an expanded discussion of environmental health issues in the Globeville and Swansea and Elyria neighborhoods, including the Health Impact Assessment conducted by DEH. It is important to consider that the neighborhoods in question also experience disproportionate levels of poverty, non-highway pollution from stationary sources (including the Xcel Cherokee Power Station, the Suncor Refinery, the Purina pet food facility, Metro Wastewater), and many other factors that have been identified by the DEH study. An additional health impact assessment is not required by NEPA or the Clean Air Act, would be subject to very large uncertainties, and would not assist the decision makers in evaluating the choice among reasonable alternatives. As seen in the emissions inventories for NAAQS pollutants and MSATs, the difference between the alternatives (including the No-Action Alternative) in emissions is around 2-4 percent or less; see Attachment J Air Quality Technical Report. This difference is much smaller than the large ranges of uncertainties associated with the development of a health impact assessment. Further, it is critical to consider that the emissions (and, therefore, likely concentrations) associated with I-70 East are substantially declining. For example, diesel particulate matter emissions are predicted to drop from 749 pounds per day in 2010 to 48 pounds per day (No Action) or 49 pounds per day (Partial Cover Lowered Managed Lanes) in 2035. Benzene emissions are predicted to drop from 133 pounds per day in 2010 to 26 pounds per day (No Action) or 27 pounds per day (Partial Cover Lowered Managed Lanes) in 2035. The other MSATs see similar reductions in emissions; see Section 7.4 of Attachment J, Air Quality Technical Report. All of these emissions levels incorporate predicted increases in VMT in the corridor.</div><div><div><b>B</b></div><div>The air quality analyses have been updated for the Final EIS, and the Preferred Alternative would not cause the violation of any NAAQS. The Final EIS (Section 5.10, Air Quality, and Attachment J, Air Quality Technical Report) provides all air quality emissions and modeling that is required by law and useful to an informed decision among the alternatives. See also the response to comments W, X and Y.</div><div><div><b>C</b></div><div>The Final EIS considers all reasonable alternatives that meet the purpose and need for the I-70 East Project. The 2008 Draft EIS, Supplemental Draft EIS, and Final EIS have considered the alternative of diverting future traffic to the I-76/I-270 alignment and found that the alternative would not meet the purpose and need; see the Appendix to Attachment C Alternatives Analysis Technical Report Addendum. Further, such an approach would be impractical because of its very large cost and diversion of traffic to local streets. The alternative would also likely increase regional emissions of greenhouse gases, ozone precursors and other pollutants by increasing the number of miles that must be driven, as well as cause congestion and idling emissions in areas (including the Globeville and Elyria and Swansea neighborhoods and schools) affected by diversion of traffic to local streets. Potential impacts from the I-70 project, including effects of each alternative on the ability to meet the health-based NAAQS, and on levels of MSATs are discussed in detail in the Final EIS Section 5.10, Air Quality. In addition, CDOT has committed to providing measures to mitigate for dust during construction; see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div></div></div>



Comments			Responses to Comments	
Source: Submittal		Document Number: 754	Name: Sierra Club - Bob Yuhnke	
C	adverse health impacts in nearby communities. Not included in the analysis are reasonable alternatives and mitigation measures that enhance the human environment by reducing public exposure to these harmful pollutants. At a minimum, the SDEIS must include an evaluation of measures such as, but not limited to, diverting future traffic to other interstate alignments (I-76 and I-270) where commercial and industrial uses are the predominant near-highway land use, dense urban neighborhoods are not in close proximity to the highway, and schools are not located next to the highway right-of-way. So long as the currently proposed cut-and-cover alternative in the existing I-70 alignment remains the preferred alternative, another mitigation measure that must be included is the buy-out of all nearby residents, and the re-location of school buildings located within the zone of adverse health impacts adjacent to the Project alignment.			
D	This SDEIS is not adequate under the National Environmental Policy Act (NEPA), or under the requirements of the Federal Aid Highway Act, 23 USC § 109(h), because the Draft Statement, along with the Air Quality Technical Report prepared as Attachment J for the I-70 East SDEIS, fails to –			
E	1. investigate and disclose the impact that highway emissions are having on community health in the Project study area;			
F	2. investigate and identify alternatives and/or mitigation measures that can enhance the human environment by reducing community exposure to harmful air pollutants, and avoid the adverse health effects that will result from increasing exposure to these pollutants that will result if traffic in the corridor is allowed to increase by 30%;			
G	3. investigate and disclose likely violations of the NAAQS for PM2.5 and NO2 caused by those pollutants emitted from vehicles traveling on the completed project and in the area affected by the Project;			
H	4. use credible scientific methods to investigate and disclose likely violations of the NAAQS for PM-10 caused by particulate matter (PM) emitted from or by vehicles traveling on the completed project and in the area affected by the Project;			
G	5. investigate and disclose likely violations of the NAAQS for PM-10, PM2.5 and NO2 caused by those pollutants emitted from heavy equipment and traffic during construction of the Project;			
J	6. investigate and identify alternatives and/or mitigation measures that are necessary and sufficient to prevent or avoid violations of the NAAQS for PM-10, PM2.5 and NO2;			
K	7. demonstrate compliance with the obligations imposed by the Federal-Aid Highway Act, 23 USC §109(h), to estimate the costs of mitigation, compare those costs with the transportation benefits of the proposed Project, determine whether the Project is in the best overall public interest, and commit to implement any necessary mitigation; and			
	8. include a conformity determination for the Project as required by § 176(c) of the Clean Air Act (CAA) and implementing regulations. 40 CFR §§ 93.116, 123.			
	<b>I. Impact on Health of Emissions from Vehicle Miles Traveled Not Assessed or Disclosed.</b>			
	Overall impacts of air pollutants emitted from the Project on community health are the primary concern of this comment. The adverse health outcomes among residents in the I-70 Project area reported by Denver Environmental Health [DEH ] in the community health status report released in September, 2014, demonstrate that these residents are currently experiencing serious adverse			
D	The Supplemental Draft EIS and Final EIS are fully compliant with the requirements of NEPA, the Clean Air Act, 23 U.S.C. Sec. 109(h) and other provisions, and have adequately addressed environmental health issues and air quality impacts, which are considered in Section 5.20, Human Health Conditions, of the Final EIS and the Air Quality Technical Report. The Final EIS considers the emissions of both NAAQS and MSAT pollutants for all of the alternatives during the period from 2010 to 2035, based on protocols and methodologies approved by EPA and CDPHE. As reported in the Final EIS Section 5.10, Air Quality, and Attachment J Air Quality Technical Report, total emissions of mobile source pollutants have been modeled and they are predicted to decline in the corridor considerably between 2010 and 2035 for all alternatives, even accounting for increases in VMT. No additional alternatives analysis or mitigation measures are required under NEPA or other federal requirements because the identified preferred alternative does not exceed the NAAQS.			
E	PM2.5 and NO2 were not modeled in the Supplemental Draft EIS because they are not pollutants of concern in the Denver area. The area has never been in nonattainment status for either pollutant and is not in imminent danger of becoming so based on current monitoring data. Furthermore, extrapolating the existing ratio of PM2.5 to PM10 to other scenarios in an effort to predict violations of the NAAQS is not scientifically valid, as particulate emissions in different size fractions come from multiple different sources, not all of which vary at the same rate with changes between build alternatives or traffic loads. See also responses to Comments W, X, and Y.			
F	Effects of PM10 emissions on the ambient air were analyzed using state-of-the-art modeling software, in accordance with EPA regulations and guidelines, to determine whether or not specific alternatives would exceed the NAAQS. See also the responses to Comments W, X, and Y.			
G	Construction impacts are not required to be assessed if construction will not last more than 5 years in any individual site (40 CFR 93.123(c)(5)), and there is no evidence there will be any exceedances of the NAAQS during the construction period based on the air quality analysis for the Final EIS. Monitoring supported data available nationwide, and—specific to Colorado highway construction—confirms that BMPs for dust control and suppression deployed by CDOT and other DOTs have been successful in keeping temporary construction dust from contributing to an exceedance or violation of the public health PM10 NAAQS.			
H	Air quality impacts have been adequately addressed in the Final EIS. PM2.5 and NO2 were not modeled in the Supplemental Draft EIS because they are not pollutants of concern in the Denver area. The area has never been in nonattainment status for either pollutant and is not in imminent danger of becoming so based on current monitoring data.			
Responses continue on the following page.				

2

Comments			Responses to Comments
Source: Submittal	Document Number: 754	Name: Sierra Club - Bob Yuhnke	
K	<p>effects of current pollutant exposures, and that the impact of future increases in pollutant exposures must be fully disclosed in the EIS. <i>See</i> <a href="https://www.denvergov.org/Portals/746/documents/HIA/HIA%20Composite%20Report_9-18-14.pdf">https://www.denvergov.org/Portals/746/documents/HIA/HIA%20Composite%20Report_9-18-14.pdf</a>. The higher pollutant exposures expected from increasing traffic by 30% in these neighborhoods will significantly further degrade the health status of these communities. Sacrificing the health of children and increasing years of life lost to build a regional transportation facility is not an acceptable public policy. To ensure open disclosure and consideration of the consequences that Project emissions will have on health, a health impact assessment must be included in the current NEPA review because of the evidence provided by DEH showing that residents in these communities are now experiencing disparate health outcomes compared to other communities in Denver.</p>		<p><b>I</b> The I-70 East Project complies with Federal Aid Highway Act, 23 USC §109(h). Motor vehicle emissions from the implementation of the No-Action Alternative and the Build Alternatives will not cause or contribute to any new localized carbon monoxide or particulate matter violations, nor will they increase the frequency or severity of any existing violations based on the hotspot analysis. Further, emissions of almost all pollutants will be considerably lower in 2035 for all alternatives, even with an increase in VMT. CDOT is committing to implement the road dust emissions control measures included in the PM10 hotspot modeling, but no other specific mitigation measures are necessary.</p>
L	<p><b>A. Health Impacts of Exposure to Traffic Pollution Not Assessed or Disclosed in SDEIS.</b></p> <p>The SDEIS contains no discussion of the current health status of these communities, and no investigation of the likely impact that increased vehicle emissions will have on community health. The impacts that Project emissions will have on air quality in the affected communities are only partially addressed. The SDEIS includes modeling to estimate future concentrations in the ambient air for only two transportation-related pollutants: PM-10 and carbon monoxide. The other two criteria pollutants emitted from highways that EPA has identified as having the greatest impact on health, and has recently required be monitored adjacent to highways, PM2.5 and NO2, are not evaluated for impact on future air quality. A shorthand method for using the modeled concentrations of PM-10 to estimate future PM2.5 concentrations indicates that Project emissions will worsen health status in the communities by nearly doubling current background concentrations, and violating the NAAQS for PM2.5.</p> <p>In addition to determining the impact of Project emissions on the attainment of all the mobile source-related NAAQS, the SDEIS must include an assessment of the health impacts on the community that will result from the full mix of criteria and toxic air pollutants emitted from motor vehicles. Residents do not just breath one pollutant at a time, and the adequacy of national air quality standards to protect health do not account for the cumulative and synergistic effects on human health that result from exposure to the full array of criteria and toxic air pollutants emitted from highways.</p>		<p><b>J</b> The conformity determination was not required in the draft stage of the document, and is being made for the Final EIS, and a final conformity determination will be made in the ROD. See Section 5.1.2 of Attachment J to the Final EIS, Air Quality Technical Report, and Section 5.10.6 of the Final EIS for the conformity determination.</p> <p><b>K</b> The emissions modeling for this project shows that emissions of all health-related pollutants will decline considerably between 2010 and 2035 under all alternatives, with the sole exception of road dust. See Section 5.20, Human Health Conditions, of the Final EIS regarding environmental health in the identified neighborhoods, Attachment J Air Quality Technical Report, and the response to Comment A.</p> <p>It is important to consider that the DEH study points out that the neighborhoods in question also experience disproportionate levels of poverty, non-highway pollution from stationary sources, and many other factors that contribute to the health status of the communities. A health impact assessment is not required by NEPA or the Clean Air Act, would be subject to very large uncertainties, and would not assist the decision makers in evaluating the choice among reasonable alternatives. For information on impacts of the highway air pollution on human health, please see AQ2 and AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
M	<p><b>1. Adverse Health Outcomes Are Occurring Disproportionately in Communities Affected by I-70 Pollution.</b></p> <p>The final DEH report identifies four metrics of health as demonstrating a significant disparity between community health in the four city council districts where I-70 is located, and especially Globeville/Elyria/Swansea (GES) neighborhoods, and other parts of Denver: 1) mortality caused by cardiovascular disease, 2) hospitalization of children for asthma, 3) cancer, and 4) obesity. In addition, the draft DEH report identified years of life lost as another important metric of community health which was significantly worse in the GES neighborhoods compared to the city as a whole.</p>		<p><b>L</b> The current health status of the communities is adequately discussed in Section 5.20, Human Health Conditions, of the Final EIS regarding environmental health issues in the Globeville, Swansea and Elyria neighborhoods. See the response to Comment X for discussion of NO2 and PM2.5 as well as AQ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. With regard to the suggestion to model all air pollutants simultaneously in a health impact assessment, see the response to comment A and Attachment J Air Quality Technical Report.</p>
N	<p><b>i) Disproportionately High Cardiovascular Mortality.</b></p>		<p>For information on air quality in the project area, please see AQ3 and AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>M</b> Comment noted.</p> <p><i>Responses continue on the following page.</i></p>

Comments			Responses to Comments	
Source:	Submittal	Document Number: 754	Name: Sierra Club - Bob Yuhnke	
N	<p>The data reported by DEH , HIA, Fig. 6, show that residents in the four city council districts where I-70 is located.(1, 8, 9, and 11) have the highest cardiovascular mortality rates. Residents in city council Districts 1 and 9 experience 30% greater cardiovascular mortality than dist 2 (213 vs. 155). In districts 8 and 11, respectively, cardiovascular mortality is 77% higher than dist 2 (275 vs. 155), and 74% higher (270 vs. 155). On average, cardiovascular mortality in these four council districts along I-70 is roughly 50% greater than other parts of the city. These are remarkably huge differences in cardiovascular mortality, the largest single cause of death in Denver and the U.S.</p> <p>Increased community exposure to Project emissions will occur primarily in Districts 9 and 8. District 9 includes the GES and other neighborhoods along the east side of I-25 from the Auraria campus to the Commerce City line, including the neighborhoods along I-70 east of the mousetrap. The mortality rate in council district 9 is identical to the rate in council district 1 (213/ 100,000). District 1 includes the neighborhoods on the west side of I-25 from the Auraria campus north to the city line, including the neighborhoods along I-70 west of the mousetrap. Together, these two districts have significantly higher cardiovascular mortality rates than all other council districts except 8 and 11. In addition to emissions from I-70, residents in Dists 1 and 9 are exposed to emissions from I-25, residents in Dist 8 are most exposed to the additional pollution burden coming from the refineries, and district 11 is most exposed to emissions from the I-225 interchange, Pena Blvd and airport operations. A recent study at LAX indicates that residents along the path of aircraft take-offs and landings are exposed to aircraft emissions that are roughly comparable to the emissions from highways in these neighborhoods. It makes sense that all 4 of these council districts show greater rates of the diseases of air pollution, including cardiovascular disease, when compared to other council districts not exposed to emissions from major highways and other high emitting sources.</p> <p>These data point an incriminating finger at air pollution from the high traffic volumes on interstate highways because all the council districts with higher pollution levels from both interstates and major stationary sources have elevated cardiovascular mortality rates. If higher mortality were observed only in one district, then air pollution could not account for the disparity between that district and both cleaner districts and districts with high pollution levels.</p>			
	O	<p><b>ii) Disproportionately Higher Years of Life Lost.</b></p> <p>These massively greater mortality rates from cardiovascular disease obviously contribute to increased years-of-life-lost. Missing from the final DEH report, but no less relevant to the need for a NEPA analysis of health risks, is the discussion of years-of-potential-life-lost (YPLL) that was included in the draft HIA, at p. 9 (published for comment in April). The draft described this metric as commonly "used as an indicator of health equity. Generally, this is a measure of premature death before the age of 75 compared across a population or geographic area. The assumption is that a higher number indicates inequitable social or physical determinants of health. Data from Denver Health indicate that ‘years of potential life lost’ is higher in Globeville and Elyria Swansea than in Denver overall."</p> <p>The draft reported that years-of-life-lost, averaged across the community, is 3.5 years greater for the residents of GES neighborhoods compared to other Denver residents. This means residents of these neighborhoods are losing 50,000 years of life annually compared to other Denver</p>		
		<p><b>N</b> These conclusions regarding the causality of cardiovascular impacts by I-70 were not reached by the DEH study or any other studies. Further, because the differences between the project alternatives in emissions are minimal, the choice among alternatives would not significantly affect cardiovascular health in the corridor. The DEH study also identifies other potential causal factors for cardiovascular health impacts, including diet, obesity, and smoking.</p> <p>For information on Health Impact Assessments, please see AQ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. See also Section 5.20, Human Health Conditions, of the Final EIS regarding environmental health issues in the corridor neighborhoods, Attachment J Air Quality Technical Report regarding highway-related health impacts analysis, and the response to Comment A regarding the decreasing emissions associated with the I-70 corridor and the minor differences among alternatives.</p> <p><b>O</b> The fact that DEH determined not to retain years of life in its final study suggests that its use could not be supported with the evidence and methods available. Based on the lack of causality in the DEH study, it is not clear how calculation of years of life lost would be necessary or appropriate. Because the differences between the project alternatives in emissions are minimal (and decreasing considerably for all alternatives for most pollutants), the choice among alternatives would not significantly affect years of life in the corridor.</p> <p>For more information on Health Impact Assessments, please see AQ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. See Section 5.20, Human Health Conditions, of the Final EIS regarding environmental health issues in the corridor neighborhoods and Attachment J Air Quality Technical Report regarding highway-related health impacts analysis.</p>		

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O	<p>neighborhoods. Deletion of this metric in the final HIA is not explained anywhere. Purging this critical metric of community health from the report makes the report less valuable to residents and decisionmakers because of its importance as a measure for comparing community health among neighborhoods.</p> <p>The fact that this key metric was deleted without explanation is highly suspicious. Without any explanation, the motive for removing this important metric must be questioned especially since DEH stated before the release of the final report that there would be no changes in the data included in the final compared to the draft. The lack of any explanation suggests an intent to deprive the public of important information, and effectively deceives the public regarding the significance of disparate health effects in these neighborhoods. This omission from the final DEH report further highlights the need for these disparate health outcomes to be explored in an EIS.</p>			
	P	<p><b>iii) Disproportionately Higher Hospitalization of Children for Asthma.</b></p> <p>The other adverse health outcome for which the disparity between the GES neighborhoods and other areas of the City is quantified is hospitalization for childhood asthma. The final DEH report, Fig. 7, shows 40% greater incidence (38.6 vs. 28.5 admissions/1,000) of hospitalization of children in Elyria/Swansea, and 20% higher in Globeville than the rest of the city. The additional emissions from the train traffic on the main line running between Elyria and Swansea is a plausible explanation for the higher incidence in these neighborhoods. Certainly 40%, and even 20% more children hospitalized for asthma is a significant adverse health outcome for a community that also suffers from other adverse social and economic factors.</p>		
		<p>The facts that 1) the GES neighborhoods have 3.5 years shorter longevity, or 50,000 years of life lost, compared to other neighborhoods in Denver (which was shown by the YPLL data presented in the draft report, but purged from the final), 2) the residents in the districts along the I-70 corridor experienced 50% higher cardiovascular mortality than other parts of the city, and 3) that significantly more children in GES neighborhoods require hospital care for asthma strongly suggests that these adverse health outcomes are linked to air pollution. There is enough variability in socio-economic factors across the four council districts that comprise north Denver that socio-economic factors alone cannot account for higher cardiovascular mortality rates in all four I-70 districts. Some other extrinsic factor, such as air pollution, must be a causative factor.</p>		
Q	<p><b>2. The Disparate Adverse Health Outcomes Observed in Communities Along the I-70 Corridor Are Causally Related to Exposure to Traffic Pollutants.</b></p>			
	<p>The DEH report does not offer any explanation for these disparate health outcomes other than air pollution. Air pollution is the only environmental factor identified in the report that is causally related to these diseases. Air pollution offers the only reasonable explanation for the elevated incidence in the GES neighborhoods of the four health outcomes identified by DEH as being significantly worse than other areas of Denver. Increased mortality associated with cardiovascular disease is one of the most significant adverse health outcomes identified by EPA as associated with exposure to PM2.5. The correlation between the observed health outcome among residents in the four I-70 districts and the health outcomes predicted by the health effects data reviewed by EPA is strong. Air pollution is also the only well-documented explanation for</p>			
P	<p>It is important to consider that the DEH study points out that the neighborhoods in question also experience disproportionate levels of poverty, non-highway pollution from stationary sources, and many other factors that contribute to the health status of the communities. For information on impacts of the highway air pollution on human health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. See also Section 5.20, Human Health Conditions, of the Final EIS regarding environmental health issues in the corridor neighborhoods, Attachment J Air Quality Technical Report regarding highway-related health impacts analysis, and the response to Comment A regarding the decreasing emissions associated with the I-70 corridor and the minor differences among alternatives.</p>			
Q	<p>The DEH study does identify a greater incidence of asthma in the Globeville and Swansea and Elyria neighborhoods, along with a number of possible causes, including air pollution from traffic, industrial stationary sources, rail and other sources. As discussed elsewhere, air emissions associated with I-70 will decline between now and 2035 under all alternatives for most pollutants and the differences in the emissions of air pollutants among the alternatives are minor.</p> <p>For more information on human health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>			

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Q	<p>the higher incidence of hospitalization for asthma among children. Air pollution also includes indoor air pollution from smoking and other sources in the home, so not all of it comes from highways. But the health effects research reviewed by EPA includes studies showing the prevalence of childhood asthma is linked to increased exposure to air pollution from major traffic corridors. The HIA provides no evidence to show that smoking in the home differs enough between council districts to explain the significantly greater hospitalization of children for asthma.</p>		
	<p><b>i) DEH Report Only Identifies Air Pollution As Causally Linked to Disparate Health Outcomes.</b></p> <p>The DEH report does not offer any other explanation for these disparate health outcomes. Along with air pollution, the DEH report lists possible environmental factors contributing to adverse health outcomes -- noise from trains, traffic and industry, elevated summertime e-coli in the S. Platte, and soil contamination. <i>See</i> HIA, Environmental Quality, p. 19. But the report notes that soil contaminants have been removed from the community as part of the CERCLA clean-up of the areas around the former smelters. The HIA offers no plausible explanation for how these remaining environmental factors other than air pollution are linked to the adverse health outcomes that demonstrate worsened health for residents in the GES neighborhoods compared to other parts of Denver. EPA's analysis of the effects of air pollutants on health in the Integrated Science Assessments for PM and NO2 provides a scientific basis for linking PM to all of these adverse health outcomes, and NO2 to some of them. But none of the other environmental risk factors identified in the DEH report have any apparent causal relationship to these adverse health outcomes. For example, noise has never been identified as a cause of childhood asthma, and e-coli in the river is not linked to pre-mature mortality from cardiovascular disease. The only environmental factor listed in the report that is known to be associated with these diseases is air pollution.</p> <p>Of the sources of air pollution in these neighborhoods, the HIA states: "Vehicle exhaust is the main source of air pollution in Denver." "The [GES] neighborhoods are close to sources of air pollution from vehicles on I-70 and I-25, which carry approximately 150,000 and 250,000 vehicles per day respectively, and are the main sources of air pollution. Stationary sources such as industrial plants also impact air quality." HIA, pp. 20, 19. The report claims that the highest traffic density in the city is downtown, but CDOT traffic measurements show that the highest traffic density in the metro area is actually at the mousetrap, in the center of Globeville and upwind of Elyria and Swansea where 326,000 vehicles pass through daily.</p> <p>The communities near the mousetrap are exposed to the highest pollutant levels in Colorado. At the mousetrap the total daily trips passing through the interchange are 326,000, more than 30 percent more traffic than any other location in the state. Traffic counts reported by CDOT for 2012 show AADT at the mousetrap as (truck share shown in parenthesis)<sup>1</sup></p> <p>I-25 south of interchange: 243,000 (9.1%) I-25 north of interchange: 198,000 (10.9%)</p> <p><sup>1</sup> Colorado Department of Transportation, Traffic Data Explorer, 2013. Available online at: <a href="http://dtdapps.coloradodot.info/Otis/TrafficData">http://dtdapps.coloradodot.info/Otis/TrafficData</a> (last accessed October 30, 2013).</p>		
R	<p>The DEH study identified disparate health outcomes and identifies possible causes for these outcomes. It does not definitively establish any of the causal relationships and indicates that further study will be necessary and conducted to do so. DEH identified a number of potential causal factors, including obesity, lack of medical access, lack of activity, lower income, exposure to hazardous substances, etc. Air emissions were identified as a potential cause, too, including emissions from highways, railroads, refineries, power plants and other industrial facilities, including spikes in pollution occurring during upset conditions at stationary sources.</p> <p>According to the DEH study: "Within the Denver metro area, the highest concentrations of air pollution are near the downtown area [several miles south of Globeville and Elyria Swansea]. Vehicle emissions are highest along I-25 near downtown, as is the traffic density within a one-mile radius of downtown Denver." While there are high levels of emissions along I-70 (and other transportation corridors), they are not the highest in the metropolitan area or state. According to the DEH study: "The average annual level of air pollution in Globeville and Elyria Swansea is not higher than other areas of metro Denver, for the air pollutants routinely measured. But North Denver neighborhoods are located closer to major sources of air pollution (e.g., refinery, power plant, asphalt roofing manufacturer), and occasional spikes are noticeable and measurable." The DEH also noted that concentrations of some pollutants are higher immediately adjacent to roadways like I-70, but fall off with distance. The monitored particulate matter concentrations in Commerce City are well below the applicable NAAQS.</p> <p>For more information on human health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>		

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R	<p>I-70 west of interchange: 150,000 (9.1%) I-70 east of interchange: 140,000 (9.3%)</p> <p>Especially important is the fact that the share of AADT represented by truck trips at the mousetrap is much higher than at other locations along I-25. CDOT’s data show that approximately 40 percent more truck trips use the I-25 segments north and south of the mousetrap than on I-25 south of downtown at 8th Avenue. Together, the higher AADT and the greater number of truck trips show that the mousetrap is the location in the Denver CBSA where mobile source emissions are the highest.</p> <p>In addition, regional air quality monitor data received by EPA from the CDPHE, Air Pollution Control Division, and reported on EPA’s Air Data website, demonstrate that cumulative effect of traffic emissions combined with industrial pollution is greatest along the interstates. Monitored levels of total particulate matter pollution from all sources in the metro area are highest at the Birch Street monitoring station in Commerce City, located about 2 miles north of Denver city line, and 1.25 miles east of the I-76/I-270 interchange. In the SDEIS, CDOT determined that the pollution levels reported at this monitor are representative of background levels to which I-70 will add emissions from the highway.</p> <p>Thus when total pollution burden (highway emissions plus existing background) is considered, the neighborhoods along I-70 experience the highest pollution concentrations in the metro area. Therefore it is consistent with the air quality data for the most adverse health outcomes to be observed in the four council districts where I-70 is located.</p>		
	<p><b>ii) EPA Finds Causal Relationship Between Exposure to Traffic Pollutants, Cardiovascular Disease, Pre-Mature Mortality, Asthma and other Adverse Health Outcomes Observed in the I-70 Corridor.</b></p> <p>The U.S. Environmental Protection Agency (EPA) has now identified four criteria pollutants emitted from highways as presenting significant health risks that must be prevented through attainment of the NAAQS near highways: carbon monoxide (CO), PM-10, PM2.5, and nitrogen oxides (NO2).<sup>2</sup> This public health concern is reflected in requirements that states must now establish roadside monitors for PM2.5 and NO2 in addition to the long-standing requirement to monitor CO.<sup>3</sup> In addition to these four mobile source-related criteria pollutants, EPA has identified 92 mobile source air toxic (MSAT) pollutants. MSATs are governed by technology-based standards that must be met in emissions from tailpipes, but are not governed by ambient air standards that limit the concentrations of pollutants to which the public may be exposed. None of these standards take into account the interactions among these pollutants in the ambient air, or their cumulative impact on human health.</p> <p>Together, these pollutants create a hazardous pall of pollution in the neighborhoods around highways that has been shown to contribute to cardiovascular and respiratory diseases among children, adults and the elderly that 1) increases the need for hospital and urgent care, 2) causes</p>		
S	<p>EPA has found a variety of causal relationships between PM2.5, PM-10 and NO2 and health effects through its science-based NAAQS process. The Clean Air Act Section 109(b) creates a legal duty for EPA to set the NAAQS at levels necessary to protect public health, including an adequate margin of safety. Based on this duty, EPA has set NAAQS for PM2.5, PM10, NO2, and other pollutants that meet this requirement to adequately protect public health. EPA set new NAAQS for both PM2.5, PM10 and NO2 since the 2009 EPA sources cited in the comment; the agency set NAAQS thresholds for the pollutants (as reflected in the Supplemental Draft EIS and Final EIS) that represent the levels necessary for public health. EPA did not set “no threshold” or “zero pollutant” standards. Further, EPA’s NAAQS process considers evidence of co-pollutants and mixtures of pollutants in the NAAQS setting process. Thus, findings of compliance with the NAAQS are critical information for decision makers.</p> <p>The PM10 &amp; CO hotspot analyses that were performed for the Final EIS (see Section 5.10 Air Quality and Attachment J, Air Quality Technical Report for details) predict no violation of these EPA health based standards. As discussed elsewhere, air emissions associated with I-70 will decline between now and 2035 under all alternatives for most pollutants and the differences in the emissions of air pollutants among the alternatives are minor.</p> <p>For more information on human health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>		
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<sup>2</sup> 40 CFR Part 50.  
<sup>3</sup> 40 CFR Part 58; 77 Fed. Reg. at 39009 (June 29, 2012); 78 Fed. Reg. at 16,184 (March 14, 2013), *Revisions to Ambient Nitrogen Dioxide Monitoring Requirements*, Final Rule.



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S	<p>pre-mature death that significantly shortens the lives of residents, 3) increases the prevalence of asthma among children which interferes with school attendance and education, and requires medical treatment and hospitalization, 4) interferes with normal lung development in children and adolescents that results in permanent, lifetime impairment of lung function, 5) increases the incidence of debilitating or fatal cancers, and 6) impairs immune function.</p> <p>In its recent reviews of the adequacy of the NAAQS for PM2.5 and NO2, EPA has identified causal relationships between exposure to these pollutants and many of the adverse health outcomes associated with exposure to highway pollutants. In its review of the health effects literature available through 2009 as part of the Agency’s determination to make the NAAQS for PM2.5 more protective, EPA found [bold in original] <sup>4</sup> –</p> <ul style="list-style-type: none"><li>• “a causal relationship exists between short-term exposures to PM2.5 and mortality.”</li><li>• “a causal relationship exists between long-term exposures to PM2.5 and mortality.”</li><li>• “a causal relationship exists between short-term exposures to PM2.5 and cardiovascular effects.”</li><li>• “a causal relationship exists between long-term exposures to PM2.5 and cardiovascular effects.”</li></ul> <p>Although EPA did not attribute these effects exclusively to fine particles emitted from motor vehicles, EPA did cite studies that establish a causal relationship between exposure to traffic PM, or one or more components of traffic PM emissions, and pre-mature mortality and emergency treatment for cardiovascular outcomes. For example, “multiple outcomes have been linked to a PM2.5 crustal/soil/road dust source, including cardiovascular mortality”; “studies have reported associations between other sources (i.e., traffic and wood smoke/vegetative burning) and cardiovascular outcomes (i.e., mortality and ED visits)”; “Studies that only examined the effects of individual PM2.5 constituents found evidence for an association between EC and cardiovascular hospital admissions and cardiovascular mortality”;<sup>5</sup> “studies found an association between mortality and the PM2.5 sources: ..., traffic”; “recent studies have suggested that PM (both PM2.5 and PM10-2.5) from .. road dust sources or PM tracers linked to these sources are associated with cardiovascular effects.”<sup>6</sup></p> <p>In addition, EPA cited studies demonstrating a causal relationship between exposure to PM2.5 and childhood asthma: “road dust and traffic sources of PM have been found to be associated with increased respiratory symptoms in asthmatic children and decreased PEF in asthmatic adults.”<sup>7</sup></p> <p>EPA also found a causal relationship between exposure to NO2 and childhood hospitalization for asthma: “Epidemiologic evidence exists for <b>positive associations of short-term ambient NO2 concentrations below the current [1983] NAAQS level with increased numbers of ED visits and hospital admissions for respiratory causes, especially asthma.</b> These associations are particularly consistent among children and older adults (65+ years) when all respiratory outcomes are analyzed together, and among children and subjects of all ages for asthma admissions.”<sup>8</sup></p> <p><sup>4</sup> Integrated Science Assessment for Particulate Matter (US EPA, December 2009), pp. 2-10, 2-11, 2-12.[hereinafter ISA for PM] available at: <a href="http://cfpub.epa.gov/ncea/isa/recordisplay.cfm?deid=216546">http://cfpub.epa.gov/ncea/isa/recordisplay.cfm?deid=216546</a>.</p> <p><sup>5</sup> Note that “EC” is short-hand for “elemental carbon” which is primarily unburned carbon from fossil fuel combustion, and is a significant component of fine particles emitted from diesel and gasoline engines.</p> <p><sup>6</sup> ISA for PM, p. 2-26.</p> <p><sup>7</sup> Id.</p> <p><sup>8</sup> Integrated Science Assessment for Oxides of Nitrogen – Health Criteria (US EPA, July 2008), p. 5-11. available at: <a href="http://cfpub.epa.gov/ncea/cfm/recordisplay.cfm?deid=194645">http://cfpub.epa.gov/ncea/cfm/recordisplay.cfm?deid=194645</a>.</p>		The information on these pages has been reviewed. Responses to specific comments are included on the previous page.
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S	More recent studies not available for EPA’s 2008 <i>ISA for Oxides of Nitrogen</i> , or 2009 <i>ISA for PM</i> , confirm and strengthen these associations. All of the relevant research currently available that establishes the relationship between exposure to traffic pollution and the adverse health outcomes occurring in residents living along the I-70 corridor, including cardiovascular disease, pre-mature mortality, childhood asthma and cancer, should be included in an assessment of the relationship between adverse health outcomes observed in the I-70 Project area and traffic pollution.			
	iii) EPA Finds No Threshold for Safe Exposure to Highway Pollutants.			
T	In addition to EPA’s findings that there is a causal relationship between the mobile source-related pollutants emitted from highways and the disparate health outcomes reported by DEH in the communities along I-70, EPA also found that there is no safe level of exposure to these pollutants. In the <i>ISA for PM</i> , at p. 2-25, EPA concluded that “evidence from the studies evaluated supports the use of a no-threshold, log-linear model.” EPA reached a similar conclusion with respect to NO2: ” In studies that have examined concentration-response relationships between NO2 and health outcomes, the concentration-response relationship appears linear within the observed range of data, including at levels below the current standard. There is <b>little evidence of any effect threshold.</b> ” <sup>9</sup> [Emphasis in original.]			
	The most critical implication of these findings for purposes of assessing health impacts under NEPA is that evidence showing that concentrations of PM2.5 and NO2 are below the NAAQS for these pollutants cannot be relied upon to support a conclusion that exposure to existing concentrations of each of these pollutants is not contributing to the adverse health outcomes being observed in the near-highway communities along I-70.			
U	However, no determination of pollutant exposures for near-highway communities can be made from information provided in the SDEIS because only background concentrations for PM-10 and CO are provided from a monitoring station outside the Project area, and no near-highway measurements are provided for any of the four mobile source-related criteria pollutants.			
	3. Existing Adverse Health Outcomes in I-70 Project Area, and Likely Increase Adverse Health Outcomes from Higher Project Emissions, Not Adequately Disclosed by Modeling for Attainment of PM-10 and CO NAAQS.			
V	The SDEIS air quality analysis is not a surrogate for a comprehensive health impact assessment because 1) the NAAQS are not an adequate surrogate for the health effects associated with exposure to the full array of pollutants emitted from highways, and 2) the modeling reported in the Air Quality Technical Report only includes two of the four NAAQS that establish limits on ambient concentrations of mobile source-related pollutants. Evidence provided in the SDEIS, but not analyzed or discussed for decisionmakers or the public, strongly suggests that Project emissions will cause the NAAQS for PM2.5 to be violated. Other highway pollution data suggest that the NAAQS for NO2 may be violated by Project emissions as well. Emissions of these pollutants from the Project must also be modeled to determine if these NAAQS will be violated.			
	i) NAAQS Not a Surrogate for Overall Highway Pollutant Exposures.			
<sup>9</sup> <i>ISA for Oxides of Nitrogen</i> , p. 5-15.				

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T	As previously discussed in the responses to comments A, K and S, EPA has set NAAQS thresholds for pollutants including PM2.5, PM10 and NO2 (as reflected in the Supplemental Draft EIS and Final EIS) that represent the levels necessary for public health. By showing that the project is in compliance with the NAAQS, the EIS provides critical information for the decision makers. In addition, the lack of significant differences between alternatives, along with the substantially decreasing emissions of almost all pollutants show that there are no significant impacts associated with the choice among alternatives and that total air pollution emissions associated with I-70 East will be declining over time. The monitoring station that provides the background concentrations changed for the Final EIS, and was decided in coordination and agreement with CDOT, FHWA, CDPHE, and EPA; see Attachment J, Air Quality Technical Report for details.	
	For information on transportation-related pollutants, including PM2.5, NO2, CO, and PM10, and air quality in the area please see AQ2 and AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
U	A review of the environmental health issues in the corridor neighborhoods is included in Section 5.20, Human Health Conditions, of the Final EIS, and a comprehensive health impact assessment is not required by NEPA or the Clean Air Act. The Air Quality protocols that determined which pollutants and the methodology used to analyze the air quality impacts of the project were developed through interagency coordination between CDOT, FHWA, CDPHE, and EPA. All agreed that PM2.5 and NO2 did not need to be modeled for roadside concentrations in the Final EIS because they are not pollutants of concern in the Denver area or the project area, at the present time or in the foreseeable future. The results of the air quality analysis show that the No-Action and the Build Alternatives will not result in exceedances of the NAAQS, which have been set by the EPA to protect human health. For information on transportation-related pollutants, including PM2.5, NO2, CO, and PM10, please see AQ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. See also responses to comments V, W, and X.	
	For information on air quality in the project area, please AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
Responses continue on the following page.		

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V	<p>All the air pollutants emitted from mobile sources in the I-70 corridor contribute to the adverse health effects experienced by residents in the neighborhoods along I-70. These include the four mobile source related criteria pollutants governed by a NAAQS pursuant to section 109 of the CAA, and the mobile source air toxic (MSATs) pollutants regulated pursuant to section 202(l). 42 U.S.C. § 7521(l).</p> <p>EPA has listed pollutants as MSATs that cause chronic adverse health effects, such as cancer, and acute effects from short-term exposures (hours or days) such as asthma attacks. Congress listed benzene, 1,3 butadiene and formaldehyde as mobile source-related air toxics in the 1990 CAA amendments when it required EPA to set vehicle emission standards for these pollutants. <i>Id.</i> EPA included these three statutory MSATs and ten other mobile source-related toxic pollutants on a list of 33 priority pollutants targeted for control under EPA’s Integrated National Urban Air Toxics Strategy.<sup>10</sup> This Strategy “established a list of urban HAPs [“hazardous air pollutants”] which pose the greatest threats to public health in urban areas, considering emissions from major, area and mobile sources.”<sup>11</sup> EPA observed that “mobile sources are an important contributor to the urban air toxics problem.”<sup>12</sup></p> <p>The neighborhoods near I-70 suffer from some of the worst air in the state. More than half a million pounds of toxics were released into the air in Globeville, Swansea, and Elyria in 2012, according to EPA’s Toxics Release Inventory – more than any other zip code in Colorado, and more than 20 percent of the state’s total toxic air releases.<sup>13</sup> Denver County as a whole suffers from some of the worst diesel particulate pollution in the entire nation – ranking 9th out of the 3,109 counties nationwide. The lifetime cancer risk from diesel soot in Denver exceeds the risk of all other air toxics tracked by EPA. Diesel soot is a major component of PM2.5 near highways, and is a major source of the health risks linked to breathing fine particles. The average lifetime diesel soot cancer risk for a resident of Denver County is 1 in 1,938, which is 516 times greater than the EPA’s acceptable cancer level of 1 in a million.<sup>14</sup> This diesel pollution is likely most concentrated at the mousetrap, where Colorado’s two most heavily traveled highways – I-70 and I-25 -- intersect.</p> <p>EPA’s findings that exposure to MSATs poses serious threats to public health were significantly enhanced by research conducted by the South Coast Air Quality Management District to monitor and model exposures to 31 urban toxic air pollutants in the Los Angeles air basin. Four studies have now been completed in a series known as the <i>Multiple Air Toxics Exposure Study</i> (MATES). Beginning with MATES-II (March 2000), the measurements of toxic air pollutants in the ambient air throughout the Los Angeles basin provided compelling new evidence that the cancer risk attributable to public exposure to ambient concentrations of toxic air pollutants is much higher than had been previously suspected, and is attributable primarily to mobile source</p>		<p>V The Final EIS considers the emissions of both NAAQS and MSAT pollutants for all of the alternatives during the period from 2010 to 2035, based on protocols and methodologies approved by EPA and CDPHE. As reported in the Final EIS Section 5.10, Air Quality, and Attachment J Air Quality Technical Report, emissions of benzene, 1,3 butadiene, formaldehyde, diesel particulate matter and other MSATs have been modeled and they are predicted to decline in the corridor considerably between 2010 and 2035 for all alternatives, even accounting for increases in VMT. As an example, diesel particulate emissions are forecast to decline by a factor of 15 times during this period. Further, the difference between the alternatives in these much lower emissions is around 2-4 percent (e.g., 2 percent for diesel particulate matter). Thus, analyses of historic emissions, concentrations, or health impacts do not guide the choice among alternatives. According to the DEH Health Impact Assessment: “Within the Denver metro area, the highest concentrations of air pollution are near the downtown area [several miles south of Globeville and Elyria Swansea]. Vehicle emissions are highest along I-25 near downtown, as is the traffic density within a one-mile radius of downtown Denver.” While there are high levels of emissions along I-70 (and other transportation corridors), they are not the highest in the metropolitan area or state. According to the DEH study: “The average annual level of air pollution in Globeville and Elyria Swansea is not higher than other areas of metro Denver, for the air pollutants routinely measured. But North Denver neighborhoods are located closer to major sources of air pollution (e.g., refinery, power plant, asphalt roofing manufacturer), and occasional spikes are noticeable and measurable.” While the MATES studies, conducted by the South Coast Air Quality Management District in the Los Angeles metropolitan area, have provided information about health impacts in the Los Angeles area, they do not provide information about the impacts of the alternatives under consideration for I-70 East. The levels of traffic, nearby stationary and other sources, airports, seaports, meteorology, modeling and other factors in the MATES studies in Los Angeles vary considerably from Denver generally and I-70 East particularly. Further, the MATES studies’ conclusions regarding cancer and other health effects rely on health risk factors adopted by the State of California that have not been adopted by EPA or CDPHE. For example, cancer risks estimated in the MATES studies are dominated by diesel particulate matter based on carcinogenic dose-response relationships that EPA has not accepted. As discussed in the response to Comment A and elsewhere, I-70 Corridor-specific emissions are expected to drop considerably between now and 2035 and will not significantly vary among alternatives. The reductions in emissions are not gradual, but instead are very large reductions (e.g., 15-fold reduction in diesel particulate matter). While EPA’s 2009 comments on the 2008 Draft EIS did suggest conducting more health study, it has agreed to the air quality analysis protocol used in the 2014 Supplemental Draft EIS and the Final EIS. It also did not argue for additional health impact assessment studies in its comments on the Supplemental Draft EIS or for dispersion modeling of PM2.5 or NO2. The Final EIS considers all reasonable alternatives to address the identified purpose and need. NEPA does not require FHWA to provide any detailed examination of alternatives that cannot meet the purpose and need of this project.</p> <p>For information on transportation-related pollutants, including PM2.5, NO2, CO, and PM10, please see AQ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on air quality in the project area, please AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
	<p><sup>10</sup> 64 Fed. Reg. 38,706 (July 19, 1999).</p> <p><sup>11</sup> <i>Id.</i> at 38,714.</p> <p><sup>12</sup> <i>Id.</i> at 38,705.</p> <p><sup>13</sup> EPA’s TRI website at: <a href="http://www2.epa.gov/toxics-release-inventory-tri-program">http://www2.epa.gov/toxics-release-inventory-tri-program</a> using zip code 80216.</p> <p><sup>14</sup> Clean Air Task Force website, Diesel Soot Health Impacts: Where You Live, Denver County. Available at: <a href="http://www.catf.us/diesel/dieselhealth/county.php?c=08031&amp;site=0">http://www.catf.us/diesel/dieselhealth/county.php?c=08031&amp;site=0</a> (last accessed October 14, 2013).</p>		



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V	<p>emissions. The total cancer risk from all sources, including traffic (“on-road mobile”), non-road mobile and stationary sources, averaged across the region was found to be 1400 per million. On-road vehicle emissions accounted for half of this risk, or 700 per million. This equates to about 1 cancer for each 1450 exposed people.</p> <p>MATES-II also demonstrated that higher levels of exposure and risk occur near highways. The study found that the range of cancer risks varied significantly across the region, from 1,120 in a million in the cleanest neighborhoods to about 1,740 in a million in the most polluted. <i>Id.</i>, p. 7-1, ¶ 1. The Report found the greatest risk levels at locations where “the dominance of mobile sources is even greater than at other sites.” <i>Id.</i>, ¶ 2. It also found that “model results, which are more complete in describing risk levels...than is possible with the monitored data, show that the higher risk levels occur... near freeways.” <i>Id.</i>, p. ES-5, ¶ 2. “Results show that the higher pollutant concentrations generally occur near their emission sources.” <i>Id.</i>, ¶ 4. These findings provide further evidence that neighborhoods near highways would experience higher concentrations than the regional averages. Based on all these observations, MATES-II concluded that “[f]or mobile source compounds such as benzene, 1-3 butadiene, and particulates associated with diesel fuels, higher concentration levels are seen along freeways and freeway junctions.” <i>Id.</i>, p. 5-9.</p> <p>MATES-IV (October, 2014),<sup>15</sup> the most recent iteration of the toxic air pollutant exposure research in the Los Angeles basin, shows significant reductions in toxic pollutant concentrations other than diesel particulate and associated cancer risks. But the most recent data does not support the conclusion that cleaner vehicles have eliminated the health risks from exposure to MSATs. The MSATs included in the study, benzene and 1,3 butadiene, “were down 35% and 11%, respectively.” But this reduction was significantly less than the reductions in air toxics emitted from stationary sources. The remaining toxic emissions from mobile sources continue to present a significant health risk, especially in locales near highways and interchanges where concentrations are highest.</p> <p>While diesel particles are counted as part of PM2.5 and are included in monitored concentrations, other components of diesel exhaust are MSATs, and MSATs emitted from gasoline vehicles are not emitted as particles, and are not counted as PM. Emitted as gases from diesel and gasoline vehicles, other MSATs include benzene, formaldehyde, 1,3 butadiene, and the other hazardous air pollutants listed by EPA in its Urban Air Toxics strategy. The AQ Technical Report lists some of these MSATs, and provides estimates of the reductions in emissions of these pollutants expected by 2035. However, the SDEIS does not link current emissions to the community exposures that are contributing to adverse health outcomes in nearby communities, and makes no effort to estimate the residual impact that future emission of these pollutants will have on human health during the 20 years after the Project comes into service.</p> <p>The DEH report, Fig. 11, provides compelling proof that traffic emissions cause benzene pollution levels that are 3 to 5 times higher in neighborhoods near the interstates than in other areas away from major highways. [In response to inquiry, Gregg Thomas at DEH informed me</p>		
	<p><sup>15</sup> MATES-IV (South Coast Air Quality Management District, 2014) available at : <a href="http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-draft-report-10-1-14.pdf?sfvrsn=2">http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-draft-report-10-1-14.pdf?sfvrsn=2</a>.</p>		

The information on these pages has been reviewed. Responses to specific comments are included on the previous page.

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V	<p>that the units in Fig. 11 are modeled benzene concentrations.] This pattern of elevated exposure to a potent carcinogen near highways is likely typical of other MSATs emitted from highways. These modeling results provide a local example of the pollutant exposures that contribute to adverse health outcomes in these neighborhoods.</p> <p>In its 2009 comments on the DEIS, EPA flagged this omission as a major flaw in the DEIS. As the results of the latest MATES-IV report shows, the health risks associated with exposure to MSATs remain significant. The use of trend data in the SDEIS to show gradual reductions in future exposure to these pollutants is not enough to justify FHWA’s failure to provide an assessment of exposures in response to EPA’s comment. The evidence available from MATES-IV establishes that these pollutants will continue to contribute to adverse health effects from continuing exposure to mobile source pollutants. FHWA offers no evidence to establish that no beneficial improvement in health could be achieved by implementing alternatives that remove traffic and pollution from these communities. The obligation under NEPA and FAHA remains to disclose the impact that future emissions of mobile source pollutants – both criteria and MSAT pollutants -- will have on community health. The available evidence confirms that MSATs will continue to contribute to future overall adverse health outcomes in communities along the I-70 corridor. These impacts are a “significant impact on the human environment” that must be assessed and disclosed.</p> <p><b>ii) Not All Impacts of Highway-related Pollutants on National Ambient Air Quality Standards Have Been Investigated and Disclosed.</b></p> <p>The Air Quality Technical Report (AQ Report), supplemental draft environmental impact statement (SDEIS), claims, at p. 83, that –</p> <p>Motor vehicle emissions from the implementation of the No-Action and Build Alternatives in the study area have been evaluated. With the exception of PM for several of the project alternatives, the project is not expected to cause any new violations of any standard, increase frequency or severity of any existing violation, or delay timely attainment of the NAAQS.</p> <p>This assertion is not correct because the AQ Report only includes modeling of expected ambient concentrations for CO and PM-10. An emissions inventory has been developed for PM2.5, but the ambient concentrations of PM2.5 have not been specifically modeled or reported. An emissions inventory has been reported for NO2, but no modeling has been conducted. No explanation is offered in the AQ Report for why PM2.5 and NO2 have not been modeled to determine the impact that emissions of these pollutants will have on attainment of the applicable NAAQS. In addition, the claim that one Build Alternative will not violate the NAAQS for PM-10 is not credible for the reasons discussed below.</p> <p>Given EPA’s findings that emissions of PM2.5 and NO2 from highways present a significant risk of causing violations of the NAAQS for those pollutants in neighborhoods near highways, and highway emissions studies that confirm those findings, emissions of those pollutants significantly impact the human environment and therefore trigger the obligation under NEPA to (i) investigate and disclose to the public and decisionmakers in the SDEIS the likelihood that emissions of those pollutants from the I-70 Project threaten to violate the NAAQS for PM2.5 and NO2, and (ii) to identify alternatives or mitigation measures sufficient to prevent or avoid any likely violations of such NAAQS. In addition, section 109(h) of the Federal-Aid Highway Act</p>			
	<p><b>W</b> CDOT, FHWA, CDPHE, and EPA have all coordinated regarding analysis needs, specifically including the pollutants for which there is a local air quality concern. They specifically identified PM10 and CO as a result of past nonattainment and current maintenance area status. And, the analysis was specifically tied to intersections with LOS below level C, which is usually tied to CO hotspots. The identification of the need to model hotspots specifically excluded PM2.5 and NO2, because these pollutants have never been pollutants of local air quality concern in the Denver Metropolitan area and all monitoring for these pollutants show concentrations well below NAAQS standards. EPA’s general, nationwide concerns about PM2.5 and NO2 do not demonstrate that they are localized concerns with NAAQS likely to be violated in the Denver area. This is particularly the case where the emissions inventories for the I-70 East corridor show large reductions in PM2.5 tailpipe and NO2 emissions (the precursor to NO2). For example, the emissions analysis shows that PM2.5 emissions will drop from 0.74 tons per day in 2010 to 0.37 tpd for the No-Action Alternative or 0.38 tpd for the Partial Cover Lowered Managed Lane Alternative in January. NO2 emissions are predicted to drop from 15.38 tpd in 2010 to 3.40 tpd for the No-Action Alternative in 2035 or 3.50 for the Partial Cover Lowered Managed Lanes. Both pollutant inventories account for increases in VMT. Further, the difference between the No-Action Alternative and Partial Cover Lowered Managed Lanes Alternative was only 2.7 percent for PM2.5 emissions in 2035 and 3.5 percent for NO2. There is no specific basis for believing that NO2 NAAQS would be exceeded near I-70 other than that EPA has found exceedances in some high-traffic areas elsewhere in the country. However, actual monitoring data in Colorado shows that monitored levels of NO2 are well below short-term and long-term standards. This includes CDPHE’s new NO2 near-road monitor at I-25 in Downtown Denver that experiences much higher, close-by vehicle counts than along I-70. See CDPHE/APCD, Colorado Annual Monitoring Network Plan 2015 (June 2015) at: <a href="http://www.colorado.gov/airquality/tech_doc_repository.aspx?action=open&amp;file=2015AnnualNetworkPlan.pdf">http://www.colorado.gov/airquality/tech_doc_repository.aspx?action=open&amp;file=2015AnnualNetworkPlan.pdf</a>. In addition, the conformity regulations provide for hotspot analyses of PM and CO, not NO2. See also the responses to comments X and Y, as well as Attachment J Air Quality Technical Report.</p> <p>For more information on transportation-related pollutants, including PM2.5, NO2, CO, and PM10, please see AQ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>			

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requires that any such mitigation measures needed to prevent violations of NAAQS be implemented in the ROD. As discussed in more detail in the legal section of these comments, the failure to investigate and disclose potential violations of these NAAQS, and the failure to identify such alternatives and/or mitigation measures as are necessary to prevent or avoid such violations makes this SDEIS inadequate as a matter of law.

**PM2.5 Attainment.** EPA found the highest relative risk factors for the adverse health outcomes observed in the near-I-70 neighborhoods to be associated with exposure to PM2.5 (fine particles smaller than 2.5 micrometers in diameter), also referred to as soot. This is the air pollutant emitted from diesel trucks and gasoline vehicles, and particles that result from brake and pavement wear. But the impact of PM2.5 emitted from the Project on ambient air quality are not modeled in the AQ Technical Report, and not discussed in the SDEIS.

A short-hand approach for using the modeling results for PM-10 to approximate the concentrations of PM2.5 demonstrates that traffic emissions of PM2.5 from every Project scenario will violate the 24-hour NAAQS for PM2.5. Compliance with the annual NAAQS for PM2.5 is not discussed or demonstrated anywhere in the SDEIS.

The emissions inventory developed for the analysis and modeling of PM-10 concentrations includes an emissions inventory for PM2.5, which constitutes a fraction of total PM-10. The inventory data show that PM-10 particles less than 2.5 µm in diameter comprise 57% of total PM-10 emissions from the I-70 Project. *See AQ Report*, Tables 22 and 23, p.69 (showing that daily total PM-10 emissions from traffic in the I-70 in January 2035 will be 0.7 tons/day, and of that total 0.4 t/d will be PM2.5).

The air quality modeling for PM-10 estimates that the cleanest build alternative (the lowered 10-lane scenario with a single 800 feet cover, an interchange at Vasquez Blvd/Steele St and managed lanes) will add 38 µg/m3 to daily (24-hr) background concentrations of PM-10. The emission inventory data states that of this 38 µg/m3 of PM-10 added by Project emissions to ambient air concentrations, 57% will be PM2.5. Thus if the 43% of the PM-10 that is larger than 2.5 µm is removed from the calculation, the concentration that remains is particles in the PM2.5 size range. Thus the modeling demonstrates that traffic emissions from the project will add (38 x .57) 21.7 µg/m3 to daily concentrations of PM2.5 at the peak receptor locations.

Using the same methodology used in the AQ Report to estimate future 24-hour concentrations of PM-10, this 21.7 µg/m3 of PM2.5 must be added to the 98<sup>th</sup> percentile concentrations of PM2.5 measured at the monitoring station used to establish background air quality for the Project area. Background 24-hour concentrations of PM2.5 at the Commerce City monitoring station (Birch Street and 71<sup>st</sup>) , using EPA’s methodology for calculating the 24-hour “design value,”<sup>16</sup> consistently exceed 20 µg/m3 in the project area. *See Design Values for 2011, 2012, 2013* (attached hereto as Appendix A).

When the approximate 24-hour concentrations of PM2.5 added by Project emissions, as derived from the PM-10 modeling results, are added to background PM2.5 design values occurring at the Commerce City monitor, the modeling results for PM-10 demonstrate that even the cleanest

<sup>16</sup> 40 CFR Part 50, Appendix N.

**X** The project includes a PM10 hotspot analysis per EPA guidelines. The project does not include a PM2.5 hotspot analysis, for the reasons discussed in the response to comment U. The “short-hand approach” for extrapolating from PM10 dispersion modeling to reach conclusions regarding PM2.5 concentrations is not supported by any EPA or CDPHE regulations, guidance or protocols. The approach also relies on a fundamental error in applying the ratio of PM10 and PM2.5 emissions from Tables 22 and 23 of the Air Quality Technical Report from the Supplemental Draft EIS. However, these tables only account for the tailpipe, road wear and tire wear elements of PM2.5 and PM10 emissions, even though the vast majority of PM10 emissions (87 percent) modeled are from re-entrained road dust. The project follows the EPA PM10 hotspot analysis per EPA guidelines. See Tables 22, 23 and 35 of the Final EIS Attachment J Air Quality Technical Report. This error is critical, because most of the tailpipe emissions are very small diameter particulates that qualify as PM10 and PM2.5. However, the same assumption cannot be made of road dust, which is disproportionately PM10 and not PM2.5. The precise fraction of PM2.5 in road dust from paved roads is small and dependent on a multitude of factors, including the proportion of silt in soil material on roads, the precise formulation of traction materials applied for snow and ice, sweeping activities, region-wide measures to reduce road dust, rain and other wet conditions, etc. None of these factors were addressed in the methodology for the “short-hand approach.” The difference is also critical because EPA requires road dust to be considered in PM2.5 hotspot analyses “only if EPA or the state air agency has made a finding that such emissions are a significant contributor to the PM2.5 air quality problem in a given nonattainment or maintenance area.” EPA, *Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas* at Sections 2.5.3 and 2.5.4 (Nov. 2013). In this circumstance neither CDPHE nor EPA have identified a PM2.5 air quality problem for Denver (to the contrary, CDPHE consistently finds monitored levels below NAAQS values) nor that road dust contributes to such a problem. Removing the road dust portion of the PM10 inventories modeled for the I-70 East alternatives drastically reduces PM2.5 emissions and the percentage that could be used under the “short-hand approach,” such that it would not exceed NAAQS thresholds, even if such methodology were appropriate. As a result, the only credible evidence -- the monitored levels used by the agencies -- strongly supports the conclusion that there is no PM2.5 problem that would require or justify modeling PM2.5 concentrations and no risk of a PM2.5 NAAQS exceedance. Since the concentrations from dispersion models are directly proportional to emissions, the relative differences in concentrations between alternatives (modeled concentrations, not including background) would be the same for PM10 and any other pollutant.



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X		Project alternative will contribute to 24-hour concentrations greater than 40 µg/m3. The 24-hour NAAQS is 35 µg/m3. The PM-10 modeling results for other Project alternatives show that PM2.5 emitted from these alternatives will add even more than 40 µg/m3 of PM2.5 to background 24-hour concentrations. Therefore, all Project alternatives will cause violations of the 24-hour NAAQS for PM2.5.	
		Given this evidence that the 24-hour NAAQS for PM2.5 will be violated, NEPA requires that the Draft EIS must consider Project alternatives or control strategies that will prevent or avoid these violations. <i>See</i> 40 CFR §§1502.1, 1502.2(d), 1502.14 and 1502.16(h). To determine whether alternatives or control strategies will be adequate to prevent NAAQS violations, the impact of Project emissions on PM2.5 concentrations must include a quantitative assessment of the expected magnitude of violations of both the 24-hour and annual NAAQS, and a quantitative demonstration that alternatives or control strategies will achieve sufficient reductions in emissions to ensure attainment at all receptor locations included in the modeling analysis.	
Y		<p><b>PM-10 Attainment.</b> The modeling results for PM-10 show that traffic emissions from five of the six “build” Project alternatives will violate the 24-hour NAAQS for PM-10. <i>See</i> AQ Report, Table 20, p.65. These violations are expected to exceed the PM-10 NAAQS (150 µg/m3) by 20 to 45 µg/m3. Only one “build” alternative (the lowered 10-lane scenario with a single 800 foot cover, an interchange at Vasquez Blvd/Steele St and managed lanes referred to as the “Basic Option”) and the No-build alternative are modeled as exactly attaining the NAAQS.</p> <p>Despite the requirement of 40 CFR §1502.14(e) that the Draft EIS identify a “preferred alternative,” no alternatives are identified as preferred. Each alternative is treated as an available option for CDOT and FHWA to select. Therefore the Draft EIS must identify Project alternatives or control strategies that will prevent or avoid these modeled NAAQS violations for each of the available options. <i>See</i> 40 CFR §§1502.1, 1502.2(d), 1502.14 and 1502.16(h).</p>	
		<p>In addition, the modeling result for the one lowered, managed lane option that allegedly does not violate the NAAQS is not credible. The emissions for the alternative that demonstrates attainment (the “Basic Option”) is modeled to add only 38 µg/m3 to ambient concentrations of PM-10, whereas emissions from the other lowered, managed lane option (with two covers and no interchange at Vasquez Blvd/Steele St referred to as the “Modified Option”) is expected to add 82 µg/m3 to background concentrations of PM-10, thereby causing concentrations at peak receptors to reach 195 µg/m3, violating the NAAQS by 45 µg/m3. <i>See</i> AQ Report, Table 20. Yet the expected winter day emissions of PM-10 from the two alternatives are virtually identical: 0.68 t/day. <i>See</i> AQ Report, Table 23 (p. 69). The discussion of PM emissions in the AQ Report, at p.68, explains that –</p> <p>Although there are minor differences in emissions among the No-Action and Build Alternatives, there is no real discernible difference, since they are all very close in any given year. Therefore, the particulate matter emissions are not a discriminating factor in the selection of a preferred alternative.</p> <p>It is not plausible that virtually identical emissions from the two lowered, managed lane alternatives could produce daily ambient concentrations of PM-10 that differ by 45 µg/m3.</p> <p>The traffic data for these two alternatives also does not explain the large (55%) difference in peak daily ambient concentrations of PM-10 added by the two alternatives (38 µg/m3 versus 82</p>	

**Y** The modeling analysis for PM10 was revised since the release of the Supplemental Draft EIS, in coordination with the EPA and the CDPHE. The higher predicted emissions from the Partial Cover Lowered Alternative, Modified Option was caused by the accumulation of emissions from both of the covers converging in one location between the two covers. With the Basic Option, there is only one cover, so this accumulation did not occur. The second cover is not included as part of the Preferred Alternative in the Final EIS, but if it is pursued by others in the future, air quality will need to be analyzed. The PM10 analysis performed for the Final EIS shows that all alternatives will result in levels at or below the NAAQS for this pollutant. For information on transportation-related pollutants, including PM2.5, NO2, CO, and PM10, please see AQ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

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Y		<p>µg/m3). The Basic Option has higher expected traffic (annual VMT = 2,959,000) on I-70, compared to expected traffic on the Modified Option (annual VMT = 2,935,000). Total VMT in the Project study area differs between the two alternatives by less than 0.35%: Basic Option = 25,036,000 versus Modified Option = 25,125,000.<sup>17</sup></p> <p>Given that the contribution added to ambient concentrations by the Modified Option (82 µg/m3) is much closer to the concentrations added by other alternatives without managed lanes, and without covers over segments of the lowered portion of the Project, the much lower contribution added by the Basic Option (38 µg/m3) is the implausible outlier. In the absence of any correlation between the significantly lower ambient concentrations for the Basic Option and key factors that could account for 55% lower concentrations, such as either lower total Project emissions or significantly lower traffic counts, the claim that the Basic Option will not contribute to violations of the NAAQS for PM-10 is not credible.</p> <p>Information that would help better understand the modeling results is not provided in the AQ Technical report. Missing information includes data files showing inputs to the MOVES emission model and to the dispersion model runs.</p>	<p><b>Z</b> Construction impacts are not required to be assessed if construction will not last more than 5 years in any individual site (40 CFR 93.123(c)(5)), and there is no credible evidence that there will be any exceedances of the NAAQS during the construction period. Monitoring supported data available nationwide and specific to Colorado highway construction confirms that BMPs for dust control and suppression deployed by CDOT and other DOTs have been successful in goal of keeping temporary construction dust from contributing to an exceedance or violation of the public health PM10 NAAQS.</p> <p>Many mitigation measures have been identified in the Final EIS to offset the impacts of the project. For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The concerns regarding dust during construction have been adequately addressed in the Final EIS. For information on mitigating fugitive dust during construction, please see IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
		<p><b>II. Construction Emissions.</b></p> <p>Neither the Draft EIS, nor the AQ Technical Report include any discussion of the likely impact that construction emissions will have on air quality or adverse health outcomes in the communities affected by emissions from heavy equipment during construction operations.</p> <p>Emissions during construction will be a much greater concern for this project than most highway projects because of the years of excavation and earth moving that will be required to dig the trench and haul the removed earth to a disposal site 20 or more miles away. For most projects, construction activities are limited to grading, laying a road bed and paving. Here, the years of excavation required will likely increase construction emissions by an order of magnitude compared to most projects.</p> <p>Despite the potential significance of these emissions for community health, the SDEIS lacks any discussion of the mitigation measures available to CDOT to require contractors to use low sulfur fuels, employ low-emitting equipment that can minimize the impact of diesel fumes on local residents, and other mitigation measures identified in EPA's 2008 comment letter.</p> <p>EPA has now added non-road emissions factors to the MOVES model for use in modeling the impact of activities such as construction on ambient air quality. This tool should be applied to the expected construction operations during the excavation of the I-70 trench in addition to more traditional highway construction activities to estimate the likely impact on air quality near the construction zone.</p>	

<sup>17</sup> See I-70 East Environmental Impact Statement, Traffic Technical Report, Figures 86 and 88, pp. 95-96.

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Z	In addition the alternatives and mitigation options discussed by EPA in 2009 should be committed to minimize public exposure during construction. Additional measures should be committed if emissions will potentially contribute to exceedances of short-term NAAQS.			
	III. Legal Standards for Decisionmaking Not Satisfied by SDEIS.			
A1	Three statutory regimes establish decisionmaking criteria relevant to the health and air quality issues of concern to local residents: 1) the National Environmental Policy Act (NEPA), 42 U.S.C. 4321 et seq.; 2) section 109(h) of the Federal Aid Highway Act (FAHA), 23 U.S.C. 109(h); and 3) the conformity requirements of section 176(c) of the Clean Air Act, 42 U.S.C. § 7506(c). The SDEIS fails to comply with each of these statutes because it does not –			
	<div><div>1. investigate all of the adverse impacts of emissions from the Project;</div><div>2. disclose to decisionmakers and the public all potential adverse impacts of the Project;</div><div>3. consider numerous reasonable alternatives, or mitigation measures, that can avoid or prevent some or all of the adverse health and air quality impacts;</div><div>4. include the costs of mitigation as required by FAHA;</div><div>5. does not contain any comparison of mitigation costs with transportation benefits to explain why the Project is in the “best overall public interest”; and</div><div>6. does not contain a conformity determination as required by the CAA.</div></div>			
B1	A. NEPA Rules Governing Federal Decisionmaking.			
	The CEQ NEPA regulations that govern environmental statements require that an EIS must –			
	<div><div>1) disclose to the public and the decisionmaker any "significant environmental impact" the proposed action will likely have, 40 CFR 1502.1; and</div><div>2) “inform decisionmakers and the public of reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment;” <i>id.</i>, and</div><div>3) “discuss means to mitigate adverse environmental impacts” which includes avoiding the impacts by not taking the action, or compensating for the impacts by providing alternative resources or environments. 40 CFR 1502.14(f), 1502.16(h), 1508.20.</div></div>			
B1	The Supreme Court has interpreted these provisions to require that an EIS must consider alternatives and mitigation that can avoid or minimize the adverse impacts of a proposed project. As the Supreme Court observed, embedded in these requirements “is an understanding that the EIS will discuss the extent to which adverse effects can be avoided.” <i>Robertson v. Methow Valley</i> , 490 U.S. 332, 352 (1989). The SDEIS for I-70 is inadequate because the project alternatives and mitigation options were not evaluated to determine whether they will “avoid or minimize” the adverse health impacts on the near-highway communities that will result from increased exposure to harmful pollutants, or avoid localized NAAQS violations that will likely be caused by emissions from the expanded highway. Equally important, the SDEIS fails to consider alternatives that will “enhance the quality of the human environment” by reducing pollutant exposures in the communities along I-70 below levels that are currently contributing to disparate adverse health outcomes for residents in communities near I-70.			
	Mitigation cannot be evaluated in the abstract; it must be evaluated with reference to the adverse impacts that are to be avoided. Here, the failure to estimate adverse health outcomes attributable			
		A1 Refer to responses to comments B1, C1, D1, E1, and F1 for detailed information and responses to these points.		
		B1 The Final EIS discloses project-related impacts for all alternatives and considers mitigation measures where there are project impacts. For example, see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q regarding mitigation to address emissions during the construction period. NEPA does not require FHWA to consider or implement alternatives that are not feasible and prudent, such as removing I-70 from this corridor or rerouting traffic to the I-76/I-270 corridor. Similarly, moving residents to other locations is not reasonable. It also isn’t a feasible mitigation measure because no areas have been identified in the Final EIS analysis to exceed any state or federal air quality standard. No portion of the Denver metropolitan area experiences zero pollution levels from motor vehicles and there are no criteria provided that would allow CDOT to determine what areas are “safe and healthful.” For example, some areas with lower PM2.5 may have higher ozone levels. The purpose of the EPA and CDPHE NAAQS and MSAT programs are to allow all areas to meet health standards and reduce overall risk. As discussed in detail in the Final EIS, all of the alternatives evaluated will experience significant reductions in emissions for all health-related pollutants (except for road dust), even with increases in VMT. Thus, any health effects below NAAQS thresholds or pollutants without EPA thresholds are expected to improve with time. The analysis of air quality shows that no exceedances of air quality standards are expected. Furthermore, extrapolating the existing ratio of PM2.5 to PM10 to other scenarios in an effort to predict violations of the NAAQS is not scientifically valid, as particulate emissions in different size fractions come from multiple different sources, not all of which vary at the same rate with changes between build alternatives or traffic loads. And, all of the alternatives are nearly identical from an air quality perspective, with only very small differences between them and none exceeding applicable standards. Accordingly, there is no requirement under NEPA to conduct further analyses or analyze mitigation.		
		For more information on transportation-related pollutants, including PM2.5, NO2, CO, and PM10, please see AQ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.		

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B1	<p>to current and future emissions from I-70, provides no basis for estimating the health benefits likely to accrue to the near-highway communities that could be achieved by reducing pollutant exposures through an alternative that, for example, would divert “through” traffic onto I-76 and I-270. Similarly, the mitigation needed to avoid violations of the NAAQS for PM2.5 or NO2 cannot be determined without modeling PM2.5 and NO2 emissions from the Project to determine the magnitude of likely violations of the NAAQS. The SDEIS fails to disclose these likely significant impacts, fails to determine the extent of the pollutant concentrations that would need to be reduced to avoid adverse health effects or NAAQS violations, and fails to consider any alternatives or mitigation sufficient to avoid the adverse health effects or NAAQS violations.</p>		
	<p>Both increased health impacts, 40 CFR 1508.27(b)(2), and the likelihood of violating an environmental standard such as a NAAQS, 40 CFR 1508.27(b)(10), are separate criteria for determining that an impact is "significant" for the purpose of triggering an investigation under NEPA. The failure of this SDEIS to address either the impact of Project emissions on health outcomes in the affected neighborhoods, or the likelihood that emissions will cause the NAAQS for PM2.5 and NO2 to be violated, makes the SDEIS deficient. The I-70 SDEIS falls short of these requirements because the air quality section includes a modeling analysis of only two of the criteria pollutants emitted from highways: CO and PM-10, but not the pollutants EPA has identified as most responsible for the adverse health effects of highways: PM2.5 and NO2. In addition, the SDEIS includes no discussion or analysis of the adverse health impacts associated with the total exposure to all the pollutants emitted from highways that will result from increasing traffic by 30% above current levels. The current SDEIS is deficient both because there is no consideration of the overall public health impact of exposure to all pollutants that will be emitted from the Project, and because the analysis of whether specific criteria pollutants will violate relevant NAAQS is lacking or deficient.</p>		
	<p>The short-hand approach using the modeling results for PM-10 emissions from the Project discussed above to approximate the impact of PM2.5 emissions on attainment of the NAAQS demonstrates why PM2.5 emissions from the Project “threaten a violation” of the NAAQS for PM2.5. This evidence may not be suitable for establishing expected concentrations of PM2.5 for the purpose of determining whether any proposed alternative or mitigation is sufficient to prevent a violation of the NAAQS, but it is suitable for the purpose of demonstrating that the Project threatens to violate the NAAQS. That threat triggers the obligations to determine what the impact that such emissions will have on attainment of the NAAQS, to ensure the scientific integrity of the methods used to assess the threat, 40 CFR § 1502.24, and to determine how much emission reduction is needed to avoid or prevent the violation.</p>		
	<p>In this case, where a violation of the CAA is threatened by causing or contributing to violations of a NAAQS, the methods prescribed by EPA for assessing the impact of highway emissions on NAAQS violations should be used because the use of a method not approved by EPA would not satisfy the requirement that an EIS “shall state how alternatives ... will or will not achieve the requirements of ... other environmental laws and policies.” 40 CFR § 1502.2(d). The analysis for PM-10 and CO apply the methodologies prescribed by EPA in its Quantitative Guidance for making project-level conformity determinations. Those methodologies should be applied to assess the likely impacts of PM2.5 and NO2 emissions as well.</p>		

The information on these pages has been reviewed. Responses to specific comments are included on the previous page.

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Comments			Responses to Comments
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B1	<p>Both the adverse health outcomes documented in the communities adjacent to I-70, and the likelihood that Project emissions will contribute to violations of one or more NAAQS, trigger the obligation under NEPA to consider alternatives and/or mitigation that can avoid or minimize these adverse impacts. 40 CFR § 1502.1 (duty to inform of alternatives that can avoid or minimize adverse impacts), §§ 1502.14 and 1502.16(e) (duty to compare alternatives based on their environmental impacts), §§ 1502.14(f) and 1502.16(h) (duty to disclose all means to mitigate adverse environmental impacts not avoided by preferred alternative), § 1508.20 (must consider mitigation that “avoid[s] the impact altogether” and “compensating for the impact by replacing or providing substitute resources or environments”).</p> <p>In addition to avoiding adverse environmental impacts, NEPA also requires consideration of “reasonable alternatives which would enhance the quality of the human environment.” 40 CFR § 1502.1. This obligation implements the statutory directive that the Federal Government “use all practicable means ... to the end that the Nation may – (2) assure for all Americans safe, healthful, [and] productive ... surroundings; ... and (6) enhance the quality of renewable resources.” 42 U.S.C. § 4331(b). Consideration of alternatives that enhance the human environment serve the Congressional declaration that the “purposes” of NEPA include “promot[ing] efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man....” 42 U.S.C. § 4321.</p> <p>In this case, public health in the communities adjacent to I-70 is being impaired by exposure to air pollutants from highways. The proposed project provides an opportunity to reduce those impacts on human health by either 1) removing traffic and traffic-related pollution from the neighborhoods that are suffering from adverse health outcomes without interfering with regional mobility by redirecting through traffic around north Denver onto I-76 and I-270, or 2) offering to buy out residents in the zone of adverse health impacts to allow them to move to safe and healthful surroundings. The SDEIS does not consider either of these alternatives.</p>		
	<p><b>B. Environmental Impacts of Project Not Evaluated under Supplemental Criteria Enacted for Highway Projects.</b></p> <p>Section 109(h) of the Federal-Aid Highway Act, enacted one year after NEPA, supplements the general procedures applicable to all major federal actions under NEPA by requiring a three-step evaluation of air quality impacts and mitigation measures to ensure that “final decisions on the project are made in the best overall public interest.” 23 U.S.C. § 109(h). The first step is to determine the “possible adverse economic, social and environmental effects relating to any proposed project.” <i>Id.</i> The second step is to determine “the costs of eliminating or minimizing such adverse effects and ... (1) air...pollution.” <i>Id.</i> The third step is to weigh “the costs of eliminating or minimizing such adverse effects” together with “the need for fast, safe and efficient transportation” to make a final decision whether the project is “in the best overall public interest.” <i>Id.</i> FHWA’s implementing regulation further requires that any measures necessary to mitigate these adverse effects be incorporated into the project. 23 C.F.R. § 771.105(d).</p> <p>The SDEIS fails to include consideration of any of these factors for the adverse effects of air pollution. There is no consideration at all of the potentially severe health effects of exposure to the mix of criteria pollutants and MSATs that will be emitted from the Project, not to speak of the costs of eliminating or minimizing the adverse health effects of community exposure to these</p>		
C1	<p>The requirements of Section 109(h) are met, because the NEPA process has exhaustively considered the project on air pollution, health, economic, and other environmental considerations, and has taken steps to avoid and minimize impacts. Because I-70 is already in place and will stay in place under the No-Action Alternative, the Build Alternatives -- including the Preferred Alternative -- will have no air quality impacts. Further, for air quality, the project will not result in an increase in emissions as federal emissions standards and other regulations reduce emissions from motor vehicles. The Final EIS also includes a detailed list of mitigation measures and BMPs related to air quality.</p> <p>For information on human health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>		

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C1	<p>pollutants. Indeed, the administrative record is devoid of any mention of section 109(h) and the factors that it requires FHWA to consider.</p> <p>Importantly, § 109(h) adds a requirement that before it can sign a ROD, FHWA must document the “adverse economic [and] social effects relating to any proposed project,” and weigh these effects in deciding whether the Project is in the “best overall public interest.” These are in addition to the environmental factors made relevant under NEPA. These include the economic costs of 1) adverse health effects, including loss of life, and 2) loss of value in homes that will be imposed on residents in neighboring communities by the emissions from the project. This provision also requires that FHWA and CDOT document the social effects that result from disruption to families after the loss of a parent from pre-mature death or hospitalization for the diseases of air pollution, and the effects on childhood development that are caused by impaired lung development and asthma attacks that interfere with school attendance and slow educational advancement among children.</p>			
	<p>Under this provision, FHWA must also determine “the costs of eliminating or minimizing such adverse effects and ... (1) air...pollution.” To eliminate the adverse effects of air pollution, emissions must be reduced to levels not expected to harm local residents, or local residents must be given the option to receive the value of their homes and move to a location outside the zone exposed to dangerous concentrations of air pollution. So long as FHWA and CDOT treats the expansion of I-70 as a preferred alternative, the evaluation of Project costs must include the cost of purchasing the homes of nearby residents within the zone of exposure to harmful levels of air pollution emitted from the Project.</p> <p>FHWA must also explain how it weighs these factors in making the public interest determination required by FAHA. The SDEIS omits any discussion of the factors made relevant by the Act, and contains no explanation of how these factors are to be weighed in determining whether the Project is in the “best overall public interest.”</p> <p>Finally, the ROD for the Project must provide for the implementation of all mitigation measures that are relied upon to determine that the transportation benefits of the Project outweigh the adverse effects.</p>			
	<p><b>C. SDEIS Does Not Include a Proposed CAA Conformity Determination.</b></p> <p>The SDEIS discusses the tests that must be satisfied for the Project to be found in conformity under section 176(c) of the CAA, but does not propose to make a finding that the Project meets all of those tests and conforms. Instead, the AQ Technical Report asserts that a conformity determination is not necessary because the Project is not a “project of air quality concern.”</p>			
E1	<p><b>1. I-70 is Project of Air Quality Concern.</b></p> <p>EPA’s Hot Spot conformity rule does not establish numeric criteria for exempting highway projects from the conformity requirement. When it revised the Hot Spot rule in 2006, EPA explained that “Clean Air Act section 176(c)(1)(B) is the statutory criterion that must be met by all projects in nonattainment and maintenance areas that are subject to transportation conformity.” 71 F.R. 12,471(March 10, 2006). The I-70</p>			

D1

The conformity determination was not required in the draft stage of the document, and is being made for the Final EIS. A final conformity determination will be made in the ROD. See Section 5.1.2 of Attachment J to the Final EIS, Air Quality Technical Report, and Section 5.10.6 of the Final EIS for the conformity determination.

E1

In consultation with CDPHE and EPA, CDOT determined that the project was a project of local air quality concern. The Air Quality Technical Report has been revised, and is included as Attachment J to the Final EIS. The report now identifies the designation of the I-70 East project as a project of local air quality concern.

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E1	<p>Project is subject to transportation conformity because it is a source of PM-10 in a maintenance area for PM-10.<sup>18</sup></p> <p>EPA explained that the Hot Spot rule requires that “all projects that have the potential to impact the air quality standards will be analyzed using appropriate methods before they receive Federal funding or approval.” 71 F.R. 12,472 (March 10, 2006). In the case of I-70, the modeling for the Project makes clear that this Project has the potential to violate the NAAQS for PM-10 because all alternatives, except one build alternative and the No-build alternative, will cause the NAAQS to be violated. This modeling evidence demonstrates that the Project is a “project of air quality concern.”</p> <p>EPA did recognize authority under the Act to exempt projects from Hot Spot analyses, but EPA recognized that only it has that authority, and that it must be exercised through rulemaking.</p> <p>EPA also believes it has discretion to not require analyses of localized impacts of projects if we have scientific evidence that PM2.5 and PM10 hot-spots are not a concern with respect to the standards. That is, even under the statutory standards of section 176(c)(1)(A) and (B), if EPA determines through rulemaking that certain types of projects will not cause or contribute to violations of any standard or delay attainment, EPA concludes that we have the authority to determine through the conformity rule that no additional analysis would be necessary to meet section 176(c)(1)(A) and (B).</p> <p>71 F.R. 12,481(March 10, 2006). EPA has not adopted a rule exempting major interstate expansion projects from Hot Spot analysis, nor has it authorized transportation agencies to exempt projects from Hot Spot analysis on a case-by-case basis.</p> <p>The Hot Spot rule also recognizes a procedure whereby the State, through its SIP, may exempt projects from hot spot analysis for PM-10. “40 CFR 93.109(k) already allows PM10 areas with insignificant regional motor vehicle emissions to demonstrate, when appropriate, that individual projects will not create new localized violations or make existing violations worse. Projects in such cases would not require PM10 hot-spot analyses.” 71 F.R. 12,489 (March 10, 2006). But Colorado has not made any finding that regional motor vehicle emissions are “insignificant” with respect to PM-10.</p> <p>In the AQ Technical report, FHWA claims that it may exempt projects that do not involve a significant increase in diesel trucks. But that is not the test that EPA provided in the Hot Spot rule. The rule requires projects with a “significant number of diesel vehicles” to be analyzed for impacts on the NAAQS.</p> <p>Section 93.123(b)(1) of today's final rule requires PM2.5 and PM10 hot-spot analyses for the following projects of air quality concern:</p> <p>Section 93.123(b)(1)(i): New or expanded highway projects that have a <i>significant number of</i> or a significant increase in diesel vehicles.” [Emphasis added.] 71 F.R. 12,490 (March 10, 2006).</p>			The information on these pages has been reviewed. Responses to specific comments are included on the previous page.
	<p><sup>18</sup> 42 U.S.C. § 7506(c)(6).</p>			
	<p>20</p>			

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E1	EPA described an example of a highway expansion project that may be found not to be a “project of air quality concern”:			
	Projects that do not meet the criteria under Sec. 93.123(b)(1), such as any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles).			
	71 F.R. 12,491 (March 10, 2006). A project with a significant number of diesel vehicles, regardless of whether the project causes that number to increase, is a project of air quality concern.			
F1	An example of a project considered to have a significant number of diesel vehicles is a “highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic.” <i>Id.</i> Such a project has 10,000 diesel vehicle trips per day. The AADT data posted by CDOT for current traffic on I-70, <i>see</i> p. 6 above, shows that I-70 currently carries over 13,000 trucks per day. The proposed Project is expected to carry at least 30% more traffic., or approximately 16,000 trucks per day. The total number of trucks is significant, and the Project is a “project of air quality concern” that must be analyzed for conformity.			
	2. Conformity Determination Must be Included in SDEIS for Public Review and Comment.			
	The Conformity Determination required by the CAA must be included in, and addressed by the review of the Project under NEPA. “EIS shall state how alternatives considered in it and decisions based on it will or will not achieve the requirements of ... other environmental laws and policies.” 40 CFR 1502.2(d). <i>See</i> 40 CFR §§ 1501.6, 1502.25.			
G1	The information developed to determine that one of the build alternatives (basic managed lane alternative) will not contribute to violations of the NAAQS has not been disclosed. In other project reviews, FHWA has made available information such as the inputs to MOVES to estimate emissions, and inputs to the dispersion model, and outputs from dispersion modeling to show receptor locations used for modeling, and the concentrations predicted at receptor locations. These kinds of information have not been provided in this SDEIS, or AQ Technical Report. Commenters request pursuant to NEPA and the Freedom of Information Act that all input and output files prepared for, or used in, the modeling analyses be made available for review by the public.			
	IV. Assessment of Alternatives and Mitigation to Avoid Adverse Health Impacts and NAAQS Violations is Absent.			
	The SDEIS is fundamentally flawed under NEPA and FAHA because it omits any assessment of alternatives and mitigation measures that can 1) reduce the adverse health impacts likely to result from exposure to increased air pollution, and 2) reduce emissions to the levels needed to prevent NAAQS violations.			
F1	After completion of the Supplemental Draft EIS modeling, interagency consultation partners EPA and APCD reviewed the Air Quality Technical Report and modeling files. Both agencies suggested revisions to the modeling, as noted in the revised Air Quality Technical Report. These revisions have been incorporated in the Final EIS modeling which is documented in Attachment J Air Quality Technical Report to the Final EIS. The conformity determination is being made for the Final EIS, and a final conformity determination will be made in the ROD. See Section 5.1.2 of Attachment J to the Final EIS, Air Quality Technical Report, and Section 5.10.6 of the Final EIS for the conformity determination.			
	For information on how to obtain the input and output files for published documents, please use the project email: <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a>			
	G1 As previously discussed in responses to Comments A, K and S, EPA has set NAAQS thresholds for pollutants including PM2.5, PM10 and NO2 (as reflected in the Supplemental Draft EIS and Final EIS) that represent the levels necessary for public health. By showing that the project is in compliance with the NAAQS and no violations are predicted, the EIS provides critical information for the decision makers. Construction impacts are not required to be assessed if construction will not last more than 5 years in any individual site (40 CFR 93.123(c)(5)), and there is no evidence that there will be any exceedances of the NAAQS during the construction period based on the air quality analysis for the Final EIS. Monitoring supported data available nationwide and specific to Colorado highway construction confirms that BMPs for dust control and suppression deployed by CDOT and other DOTs have been successful in goal of keeping temporary construction dust from contributing to an exceedance or violation of the public health PM10 NAAQS.			
G1	Many mitigation measures have been identified in the Final EIS to offset the impacts of the project. For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			
	The concerns regarding dust during construction have been adequately addressed in the Final EIS. For information on mitigating fugitive dust during construction, please see IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			

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G1	<p>The SDEIS is also deficient for its failure to mitigate emissions from heavy duty diesel equipment used during construction.</p> <p><b>A. Alternatives to Reduce Pollutant Exposures in the I-70 Corridor.</b></p> <p>At a minimum, two alternatives should be considered to reduce emissions and pollutant exposures in the neighborhoods adjacent to I-70:</p> <p>1) re-signing I-70 to route the 40% of traffic that is "through" traffic out of the neighborhoods where dense urban development and elementary schools are located within a few hundred meters of I-70 onto I-76 and I-270; and</p> <p>2) routing all truck traffic off of the current alignment between Washington Street and Colorado Blvd which would require through truck traffic to use I-76 and I-270, and local truck traffic to disperse on local streets leading to their local destination rather than concentrating on the current alignment next to schools and houses along the highway.</p> <p>These alternatives are reasonable because they will add mobility for traffic traveling through the metro area, without significantly increasing the cost of mobility, while at the same time providing health benefits for communities along the current I-70 alignment. These alternatives have not been evaluated in prior NEPA documents.</p> <p>Consideration of these alternatives should include traffic modeling and air quality modeling to answer the following questions for decisionmakers and the public:</p> <p>a) how much reduction in traffic emissions within the I-70 Project study area could be achieved by diverting truck traffic away from the segment of I-70 where NAAQS violations are expected by requiring that trucks use I-76 and I-270?</p> <p>b) would the reductions in PM emissions achieved by a truck diversion rule be sufficient to ensure attainment of every applicable NAAQS for mobile source-related pollutants (PM-10, PM2.5, NO2 and CO)?</p> <p>c) would the diversion of trucks from I-70 and onto I-76/I-270 increase emissions enough in those corridors to cause NAAQS violations?</p> <p>(d) if the diversion of truck traffic would not be sufficient to ensure that attainment of any NAAQS will not be maintained in the Project study area, would the diversion of through traffic from the current I-70 alignment onto I-76 and I-270 be sufficient to ensure attainment during the life of the Project?</p> <p>(e) how much of the traffic expected to use the current I-70 alignment in 2035 would be through traffic (i.e., not expected to exit or enter between the Mousetrap and Colorado Blvd)?</p> <p>(f) if through traffic were diverted onto I-76 and I-270, would emissions from those highways cause any NAAQS to be violated along those alignments?</p> <p>(g) if any NAAQS violations are predicted at receptor locations along those highways, are any of those receptors in a location which EPA defines as “ambient air,” 40 CFR § 50.1, i.e. a location outside the right-of-way owned by CDOT where the general public has access?</p> <p>Without answers to these questions, informed decisions about these alternatives cannot be made.</p> <p>CDOT Director Hunt has stated during public meetings that CDOT cannot limit truck or car access to segments of the interstate system, and that therefore the alternatives proposed here for</p>		H1	<p>The Final EIS discloses project-related impacts for all alternatives and considers mitigation measures where there are project impacts. NEPA does not require FHWA to consider or implement alternatives that are not feasible and prudent, such as removing I-70 from this corridor or rerouting traffic to the I-76/I-270 corridor. Similarly, moving trucks to other alignments isn’t a feasible mitigation measure because no routes can be identified that would not affect other neighborhoods, and limiting trucks could impact many commercial uses in this segment of the I-70 corridor that rely on trucking. The purpose of the EPA and CDPHE NAAQS and MSAT programs are to allow all areas to meet health standards and reduce overall risk. For information on alternatives that remove I-70 East from its current alignment, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on restricting truck traffic along I-70, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

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H1	<p>evaluation are not permissible. This is an incorrect understanding of the law. CDOT may not have authority to limit vehicle access under statutes that it has authority to implement, but the State clearly has authority under the CAA to limit vehicle access if necessary to attain or maintain a NAAQS for mobile source-related pollutants. For example, the State may adopt measures pursuant to an indirect source review program to prevent a highway from attracting mobile sources, the emissions from which will cause or contribute to violations of a mobile source-related NAAQS. 42 U.S.C. § 7410(a)(5). When necessary to attain a mobile source-related NAAQS in a nonattainment area, or maintain a NAAQS in an attainment area, the State may also adopt directly into its SIP any of the transportation control measures authorized by CAA section 108(f)(1), including “(vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use.”</p> <p>An EIS shall include reasonable alternatives not within the jurisdiction of the agency proposing the action. 40 CFR 1502.14(c). Thus the traffic diversion strategies described above should be considered in the EIS because Congress has delegated authority to the State to adopt such alternatives into its SIP as control measures.</p>			
	<p><b>B. Alternatives to Allow Residents to Move from the Pollution Danger Zone.</b></p> <p>For comparison of health benefits, improved air quality and costs under § 109(h), an alternative that invests resources to allow residents to protect themselves from the pollution danger zone by moving away must also be evaluated. This alternative allows residents to reduce their exposure to emissions from the highway to zero, and to avoid any adverse health impacts. This option is the kind of mitigation contemplated by 40 CFR § 1508.20(e) by providing a substitute environment for the residents adversely affected by exposure to pollution from the Project.</p> <p>Together, the failure to investigate the impacts that Project emissions will have on air pollution standards, on community health, and to consider options that could prevent adverse air quality impacts and improve local health outcomes makes the SDEIS inadequate under NEPA. In addition, the failure to consider and adopt mitigation puts Denver at risk of becoming nonattainment under the CAA for PM2.5, and possibly for NO2 as well. There is no discussion of the regulatory burdens that such an outcome will have on sources of PM2.5 in the region, on regional transportation planning and transportation funding, and on the City.</p>			
J1	<p><b>CONCLUSION.</b></p> <p>The SDEIS is not adequate to satisfy the requirements of NEPA, FAHA or the CAA for the reasons discussed above. A ROD for the proposed I-70 Project may not be signed, or the project funded or approved until a revised SDEIS is prepared that remedies the described deficiencies and is made available for public review and comment.</p>			
<p>Respectfully submitted,</p> <p>Robert E. Yuhnke Robert E. Yuhnke and Associates (303) 499-0425 Colorado Attorney (#012686)</p> <p>23 Joanne Spalding Attorney, Sierra Club Law Program 85 Second Street San Francisco, CA 94105 (415) 977-5725</p>				

Comments			Comments		
Source: Submittal	Document Number: 691	Name: Unite North Metro Denver - Sherri Rich	Source: Submittal	Document Number: 691	Name: Unite North Metro Denver - Sherri Rich
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 East EIS - SDEIS COMMENTS</div> <div><div>Date: Fri, October 31, 2014 10:33 am</div><div>To: contactus@i-70east.com</div><div>Priority: Normal</div></div> <div>Please see the attached file and submit as a public comment.</div> <div>Thank you,</div> <div>Sherri Rich</div> <div>Unite North Metro Denver 4876 Tennyson St Denver, CO 80212</div>			<div>Submitted to CDOT as public comment on I-70 SDEIS   31 October 2014</div> <div><div>Contact: Dr. George “Tink” Tinker (wazhazhe, Osage Nation)</div><div>Clifford Baldrige Professor of American Indian Cultures and Religious Traditions</div><div>Iliff School of Theology</div><div>2201 South University Boulevard, Denver, CO 80210</div></div> <div></div> <div><div>Iliff School of Theology   Program for Social Justice</div><div>Social &amp; Environmental Justice Forum   I-70 Widening in North Denver</div></div> <div><div>Saturday, September 27, 2014   9:00 am to 4:00 pm</div><div>Bartlett Commons, Room I-205</div><div>2201 South University Blvd @ Warren Avenue</div></div> <div></div> <div><div>Selected Statements of Faith Communities regarding</div><div>Social Justice, Environmental Stewardship, Climate Change</div></div> <div><div><div>Alliance of Baptists</div><div>The Christian Church / Disciples of Christ</div><div>Churches Uniting in Christ</div><div>The Episcopal Church</div><div>The Evangelical Lutheran Church in America</div><div>Interfaith Center on Corporate Responsibility</div><div>The Orthodox Church</div><div>The Presbyterian Church (USA)</div><div>The Reformed Church in America</div><div>The Roman Catholic Church   US Conference of Catholic Bishops</div><div>Union for Reformed Judaism</div><div>The United Church of Christ</div><div>The United Methodist Church</div></div></div>		

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<div><div>CHURCHES UNITING IN CHRIST</div><div><p>Churches Uniting in Christ is a covenant relationship among eleven Christian communions that have pledged to live more closely together in expressing their unity in Christ and combating racism together.</p><p>The member churches of CUIC include the African Methodist Episcopal Church, the African Methodist Episcopal Zion Church, the Christian Church (Disciples of Christ), the Christian Methodist Episcopal Church, the Episcopal Church, the International Council of Community Churches, the Moravian Church (Northern Province), the Presbyterian Church (USA), the United Church of Christ and the United Methodist Church. The Evangelical Lutheran Church in America is a partner in mission and dialogue.</p><div><p><i>Racism is a church-dividing, faith-denying and community-destroying reality that must be eradicated. It is an evil practice among individuals, churches and nations. Racism is a sin and without repentance it is unto death. CUIC provides a unique opportunity for the ecumenical community to embrace with enthusiasm and excitement a new future, devoid of the baggage of racism, where we exercise mutual respect and equal regard."</i></p><p><i>The Right Reverend McKinley Young</i> CUIC Transition Committee   Presiding Bishop, 10th District African Methodist Episcopal Church</p></div></div><div><div>Call to Christian Commitment and Action to Combat Racism</div><div><p>Common witness and service are two marks of an ecumenical body. The COCU member-churches have chosen to live this commitment especially by focusing attention on the need to combat racism within and among the member-churches, in all churches and in society.</p><p>The unity of the Church is God's gift expressed in creation and redemption. This unity is given not only for the church but also for the whole human community and all creation. It is the gift of God's own life offered to all humanity. For this reason the church is called to be a sign and instrument of the communion and justice God intends for all people.</p><p>Something is seriously wrong with race relations in the United States. One of the most prominent and pervasive evils in our national heritage and cultural routines is racism - that is, biased assumption about the genetic or cultural inferiority of certain racial-ethnic groups, and/or subordinating practices that exclude persons or deprive them of their full humanity because of their racial-ethnic identity.</p><p>Racism so permeates our customs and institutions that none can fully escape participation in it. Indeed, no member of a dominant group can fully avoid benefiting from it, and no member of a subordinate group can avoid the intention of oppression. Racism is finally about power - the abuses of power by a dominant group intent upon preserving its economic, social, political, or ecclesiastical privileges and the resulting deprivations of opportunity imposed on a subordinate group.</p><p>Unless significant initiatives are taken to counter current conditions and trends, racism -- especially white racism -- will continue to corrupt our national and ecclesiastical aspirations for a society that truly incarnates "liberty and justice for all." We, therefore, appeal to the peoples of our nation and our churches for a renewed commitment to combat the sin of racism and white privilege. The moral integrity and credibility of both our nation and our churches are at stake in this struggle.</p><p>From the perspective of the Christian gospel whose mandate is reconciliation of all God's children, racism is demonic and sinful. It denies the image of God given each person in creation, and in the new creation each person enters by baptism.</p></div></div></div> <div><div></div><div></div></div>				<div><div>In view of what we discern that God is calling all the churches to be and to do, and in view of the present impediments to effective responses to that call, this Eighteenth Plenary appeals to our member-churches to make the following nine strategic commitments, and to implement these commitments together:</div><div><div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div><div><div></div><div></div></div></div></div> <div><div>Adopted by unanimous vote of the delegates of the nine member communions to the 18<sup>th</sup> Plenary of the Consultation on Church Union, January 1999, St. Louis.</div></div>			




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<div><div><div>THE EPISCOPAL CHURCH</div><div><div>Social Justice Policies</div><div>The social justice policies of the Episcopal Church are formed in a number of ways. For one thing, almost all dioceses of the Episcopal Church are actively engaged in companion diocese relationships across the Anglican Communion, which lends the church a broader perspective. Also, Episcopal seminaries enroll and generally fund students from around the Anglican Communion. And the Episcopal Partnership for Global Mission, a network of more than 70 independent and churchwide agencies focused on mission in the larger Anglican Communion, is partially funded by the General Convention.</div></div><div><div>Advocacy for Human Rights, Justice, and Peace: The Office of Government Relations of the Episcopal Church, in Washington, D.C., spends about 40% of its time and budget on international matters. The Office of Government Relations works directly with the executive and legislative branches of the U.S. government, as well as with the diplomatic community and organizations such as the World Bank and the International Monetary Fund.</div><div>Through the Episcopal Public Policy Network, Episcopalians across the country are engaged in grassroots advocacy work.</div><div>The Office of Peace and Justice Ministries, of which the Office of Government Relations is a part, has worked with a number of provinces in support of conflict resolution and a host of other issues</div><div><div>The Sin of Racism</div><div>In March 1994, the House of Bishops issued the Pastoral Letter on Racism, which definitively stated that, “Racism is totally inconsistent with the Gospel and, therefore, must be confronted and eradicated.” Basing its message on the baptismal covenant, the Bishops invited all baptized Christians to enter into a new covenant to fight racism and to, “proclaim the vision of God’s new creation in which the dignity of every human being is honored.”</div></div><div><div>Sustaining hope in the face of climate change</div><div>The heads of three religious denominations - The Episcopal Church, the Church of Sweden, and the Evangelical Lutheran Church in America (ELCA) – signed a joint statement “to celebrate our commitment to hope in the face of climate change.”</div><div>Episcopal Church Presiding Bishop Katharine Jefferts Schori, Church of Sweden Archbishop Anders Wejryd and ELCA Lutheran Presiding Bishop Mark Hanson presented the document at a two-day environmental event, "<i>Sustaining hope in the face of climate change</i>" in Washington DC. In the statement the religious leaders vowed, "It is a challenge to commit ourselves to walk a different course and serve as the hands of God in working to heal the brokenness of our hurting world."</div><div>Bishop Schori’s remarks follow.</div></div></div><div><div></div><div>Comment noted. However, these comments are not related to the I-70 project or the I-70 EIS document.</div></div></div></div>			<div><div><div>The Most Rev. Katharine Jefferts Schori Presiding Bishop and Primate   The Episcopal Church</div><div><p><i>The idea of changing climate elicits grief in many people, as well it should. That grief finds expression in many of the classic ways that we respond to all kinds of loss. Some simply can’t imagine that it’s real – and there are still more than a few climate deniers out there. Some try to find someone to blame, or shift it away from themselves: they say things like: ‘A bunch of crooked scientists cooked this up to keep themselves in research funds’ or, ‘It’s not my fault, and I will not be responsible!’</i></p><p><i>Some people are angry enough at the very idea that we might all share some responsibility that they flaunt their wastefulness or charge others with political manipulation of the media. And some get so depressed that they simply leave the conversation – ‘there’s nothing I can do, so why should I try?’</i></p><p><i>The evidence of climate change due to human behavior is quite literally undeniable. And the evidence leads to models and predictions which are becoming clearer about the extent of the impact we are likely to experience.</i></p><p><i>Atmospheric warming is leading to greater variability in climate as well as more extreme climatic events. Floods and drought will continue to become more common, and storms more intense. We will see more wildfires, rain-induced floods, heat waves, and tidal surges. Water for drinking and irrigation will be in short supply in areas that used to have plenty. Aquifers will be depleted. Food crops will become more difficult to grow in areas of historic cultivation. We will see disease outbreaks in human beings and in food crops as environmental stress increases. The lack of resistance will mean higher death and debility rates in human beings, livestock, and cereal crops. Large numbers of species will become extinct – a trend we can already see developing – and the reduction in diversity will mean both lower ecosystem resilience and greater outbreaks of weedy or opportunistic species.</i></p><p><i>The oceans are already experiencing the effects of increased atmospheric carbon. Acidification from dissolved CO2 is straining the ability of organisms to lay down carbonate shells and skeletal structures – corals and many planktonic organisms, in particular. They are often significant primary producers at the base of the food chain; and as a result, we will see reduced fisheries productivity, as well as stressed and shrinking populations of sea birds and mammals.</i></p><p><i>Can you hear the hoofbeats of the four horsemen of the apocalypse? We know that famine, drought, and pestilence often lead to conflict and war. The ensuing death and destruction are immense and tragic. We have choices in the face of the doom and gloom before us. We can choose to ignore those hoofbeats, or we can remember who we are, whose we are, and why we are here. Our shared credo affirms that we are children of God, made in God’s image, and created for right relationship with God, one another, and all creation.</i></p><p><i>Those horsemen are driven by the ancient demons of individualism, materialism, and selfishness – what today we often call consumerism. All of them feed on a self-focused fear of scarcity. The beasts of war can become vehicles of peace and justice when we ride to the aid of another, remembering that we belong to one another. We do not exist alone; ultimately we will all thrive or die together. The stuff that so many of us are so urgently accumulating will not save us, make us whole, or heal the emptiness within us. The stuff that consumes us will eventually also consume many of the other parts of creation – and quite literally burn it to a crisp.</i></p><p><i>The developed world’s drive to consume more and more diminishes our own lives – even at the level of the time and energy we put into finding stuff to buy or working to pay for it. It soon becomes time stolen from the possibility of healing, like the time that could be spent building deep and meaningful friendships with God and neighbor. Each consumptive act puts more carbon into the atmosphere as factories and engines churn out commodities to be bought and sold.</i></p><p><i>Yet people of faith know another response than futility, particularly in the face of Easter resurrection. There is still enough health in us to remember that we are claimed by one who reminds us that we do not live by bread alone. We are made whole in loving God and neighbor and not ourselves alone.</i></p><p><i>We are gathered here today and tomorrow to learn about the realities of climate change, and to discover ways we can ride to the aid of others, responding to the disaster already emerging.</i></p><p><i>God breathed to become leaven and spirit in the world around us. There is indeed abundant hope that the body of God’s creation might also rise – renewed, redeemed and made whole.</i></p></div></div></div>		



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<div><div><div>EVANGELICAL LUTHERAN CHURCH IN AMERICA</div><div><div>Church in Society</div><p>The “Church in Society: A Lutheran Perspective” social statement expresses the teaching of the ELCA on the church's relation to society and its public presence and responsibilities. The “witness of the church in society flows from its identity as a community that lives from and for the Gospel.” It is a witness in which faith is active in a love that calls for justice in relationships and structures of society. It states convictions regarding the church's responsibility in society, the baptismal vocation of individual Christians, and the church as a community of moral deliberation. It also describes our commitments that flow from these convictions and guide and influence daily Christian life, deliberation on social questions and the church's witness as an institution. -</p><p>In witnessing to Jesus Christ, the Church announces that the God who justifies expects all people to do justice. God's good and just demands address people in the obligations of their relationships and the challenges of the world. Through the divine activity of the Law, God preserves creation, orders society, and promotes justice in a broken world.</p><div><div>Race, Ethnicity and Culture</div><p>“Freed in Christ: Race, Ethnicity, and Culture” expresses the ELCA's calling to regard seriously culture and ethnicity, confront racism, to engage in public leadership, witness and deliberation, and to advocate for justice and fairness for all people. The statement is grounded in the conviction that the church has been gathered together in the joyful freedom of the reign of God announced by and embodied in Jesus. That reign has not come in its fullness, but the message of God's “yes” to the world breaks down all dividing walls as we live into that promise.</p><p>In daily life, cultural, ethnic and racial differences matter, but they can be seen and celebrated as what God intends them to be — blessings rather than means of oppression and discrimination. We are a church that belongs to Christ, where there is a place for everyone. Christ's church is not ours to control, nor is it our job to sort, divide, categorize or exclude.</p><div><div>Caring for Creation: Vision, Hope, Justice</div><p>The “Caring for Creation: Vision, Hope and Justice” social statement explains the ELCA's teachings on ecology and the environment, grounded in a biblical vision of God's intention for the healing and wholeness of creation. This statement provides a Christian understanding of the human role to serve in creation, and a hope rooted in God's faithfulness to the creation from which humans emerge and depend upon for sustaining life. It provides a framework for understanding the human role in creation, the problem of sin and the current environmental crisis.</p><p>“Caring for Creation” expresses a call to pursue justice for creation through active participation, solidarity, sufficiency and sustainability, and states the commitments of the ELCA for pursuing wholeness for creation — commitments expressed through individual and community action, worship, learning, moral deliberation and advocacy. -</p><div><div>Major Theme:</div><p>Human beings are called to care for the creation because we are full participants in the creation itself. The way we are to participate should imitate the way God cares for the creation--as a servant king. Rooted in the vision of God's care for creation while troubled by signs of sin and yet empowered by the hope of creation's fulfillment, the statement calls people of faith to carry out a calling to care for creation guided by principles of justice. This involves:</p><ul style="list-style-type: none"><li>honoring the integrity of creation</li><li>striving for fairness within the human community</li></ul></div></div></div><div><div></div><div></div></div></div><div><div></div><div><p>The title <i>Caring for Creation: Vision, Hope and Justice</i> summarizes the Statement:</p><ul style="list-style-type: none"><li>Caring implies keeping, loving the creation, living wisely</li><li>Creation here designates all that exists but with particular attention to the earth and entire, complex and interdependent ecology.</li><li>Vision refers to the biblical vision of a flourishing creation</li><li>Hope refers to the confidence people of faith have that God will bring the whole creation to fulfillment, as God has promised</li><li>Justice suggests the principles by which people of faith should be guided in their actions today toward the environment.</li></ul><p>Empowered by the hope of creation's fulfillment, the statement calls people of faith to carry out a calling to care for creation guided by principles of justice. This involves:</p><ul style="list-style-type: none"><li>honoring the integrity of creation</li><li>striving for fairness within the human community</li></ul><p>The Statement is based in our witness to God as shared in ecumenical creeds and scripture:</p><ul style="list-style-type: none"><li>God the creator blesses the world, sees it as ‘very good,’ continues to bless it and to be involved in it;</li><li>God the Son—the Word made flesh through whom all things were made reconciles the world to God through the Cross. Christ comes to us in water, bread and wine and frees us from sin and empowers us to serve all creation. We do this both by modeling God's care for creation, and by heralding the new creation;</li><li>God the Holy Spirit—‘the Lord, the giver of life’ (Nicene creed) is the source of life and renews the face of the earth, sustains us in the promise of a redemption that includes all creation;</li><li>Response of faith—a basic trust and hope in God, and a basic trust in the fundamental sufficiency of creation for all its creatures that is expressed in living out the responsibility we have been granted to care for creation.</li></ul><p>The most fundamental threats to creation result primarily from human activity and injustices:</p><ul style="list-style-type: none"><li>Excessive consumption by the relatively well-off</li><li>High population growth and the pressure it puts on creation. Contributing conditions to excessive population growth include such things as lack of access to family planning and health care, good education, lack of employment at adequate wages,</li><li>and unequal rights.</li></ul><p>We model God's justice by striving to embody 4 four principles in the face of the intricate complexity of creation and of the human community:</p><ul style="list-style-type: none"><li>Participation—All human beings are entitled to a voice and to have their interests considered when decisions are made affecting the creation and its resources. Human beings should be advocates for the non-human parts of creation;</li><li>Solidarity—We acknowledge our interdependence with other creatures, and act both locally and globally on behalf of all creation, especially those parts that are most vulnerable and at greatest risk;</li><li>Sufficiency—We are to place priority on meeting the basic needs of all humanity and all creatures and since the earth's resources are finite, this has implications for human acquisition and consumption patterns;</li><li>Sustainability—We should act so as to provide “an acceptable quality of life for present generations without compromising that of future generations.”</li></ul><p>Task for the Church:</p><ul style="list-style-type: none"><li>Creation-awareness and education;</li><li>Imitate God's care for creation in our life and activity as a church;</li><li>Be a community of moral deliberation, and a venue for civic deliberation about caring for creation;</li><li>Provide for and foster public policy advocacy;</li><li>Foster and support corporate social responsibility.</li></ul></div></div></div><div><div>Comment noted. 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<p><b>INTERFAITH CENTER ON CORPORATE RESPONSIBILITY</b></p> <p>The Interfaith Center on Corporate Responsibility is a coalition of faith and values-driven organizations who view the management of their investments as a powerful catalyst for social change. Our membership comprises nearly 300 organizations including faith-based institutions, socially responsible asset management companies, unions, pension funds and colleges and universities that collectively represent over \$100 billion in invested capital.</p> <p>ICCR members and staff engage hundreds of multinational corporations annually to promote more sustainable and just practices because we believe in doing so they will secure a better future for their employees, their customers and their shareholders.</p> <p><b>Environmental Justice</b></p> <p>Because they lack both the resources and political power, poor and minority populations are more vulnerable to the environmental degradation and health and safety risks that may result from living near heavy industrial areas. ICCR members encourage companies operating in heavily impacted communities to consult with local community groups and to implement plans to mitigate and remedy the adverse impacts of their operations.</p> <p><b>Climate Change</b></p> <p>While the primary responsibility for controlling greenhouse gas emissions clearly lies with global policymakers, as early as 1992 ICCR members began to use their leverage as shareholders to forcefully engage the fossil fuel industry and other GHG-heavy sectors in an effort to curb emissions and forge new paths towards a green economy. Now, in light of recently released data indicating accelerated global warming patterns, ICCR members are developing bolder shareholder engagement strategies that will move companies to drastically reduce their emissions and make the transition away from fossil fuels sooner.</p>  <p>ICCR's Insights for Investors Working for Bolder Intervention on Climate Change</p> <p>ICCR proposes a number of proactive strategies for institutional investors looking to more aggressively address the threat of climate change.</p> <p>Decades before Al Gore's "An Inconvenient Truth" sparked an international debate that pitted climate scientists against global warming skeptics, members of the Interfaith Center on Corporate Responsibility and shareholders in global energy companies began sounding the alarm on climate risk. For over 40 years, faith-based and socially responsible investors have been using their voices to advocate for the corporate responsibility to properly care for and manage the earth's resources. The concept of environmental stewardship is embedded in all faith traditions, as is the concept of "environmental justice" which acknowledges that environmental impacts are felt most keenly by those least able to mitigate against them. This social justice dimension has been at the center of all ICCR members' advocacy and a driving force behind our members' engagements on climate change.</p>			<p><b>THE ORTHODOX CHURCH</b></p> <p>Ecumenical Patriarch Bartholomew at The Environmental Symposium Santa Barbara, California   8 November 1997</p>  <p><i>It is with deep joy that we greet all of you, the honorable delegates and attendees of this blessed Symposium on the Sacredness of the Environment. Here in this historical city of Santa Barbara, we see before us a brilliant example of the wonder of God's creation. Recently, that God-given beauty was threatened by an oil spill.</i></p> <p><i>The Ecumenical Throne of Orthodoxy, as a preserver and herald of the ancient Patristic tradition and of the rich liturgical experience of our Orthodox Church, today renews its long standing commitment to healing the environment. We have followed with great interest and sincere concern, the efforts to curb the destructive effects that human beings have wrought upon the natural world. We view with alarm the dangerous consequences of humanity's disregard for the survival of God's creation.</i></p> <p><i>It is for this reason that our predecessor, the late Patriarch Dimitrios, of blessed memory, invited the whole world to offer, together with the Great Church of Christ, prayers of thanksgiving and supplications for the protection of the natural environment. Since 1989, every September 1st, the beginning of the ecclesiastical calendar has been designated as a day of prayer for the protection of the environment, throughout the Orthodox world.</i></p> <p><i>Since that time, the Ecumenical Throne has organized an Inter-Orthodox Conference in Crete in 1991, and convened annual Ecological Seminars at the historic Monastery of the Holy Trinity on Halki, as a way of discerning the spiritual roots and principles of the ecological crisis. We have recently convened a trans-national conference on the Black Sea ecological crisis that included participation of all the nations that border the sea.</i></p> <p><i>We envision a new awareness that is not mere philosophical posturing, but a tangible experience of a mystical nature. We believe that our first task is to raise the consciousness of adults who most use the resources and gifts of the planet. Ultimately, it is for our children that we must perceive our every action in the world as having a direct effect upon the future of the environment. At the heart of the relationship between man and environment is the relationship between human beings. As individuals, we live not only in vertical relationships to God, and horizontal relationships to one another, but also in a complex web of relationships that extend throughout our lives, our cultures and the material world. Human beings and the environment form a seamless garment of existence; a complex fabric that we believe is fashioned by God.</i></p> <p><i>People of all faith traditions praise the Divine, for they seek to understand their relationship to the cosmos. The entire universe participates in a celebration of life, which St. Maximos the Confessor described as a "cosmic liturgy." We see this cosmic liturgy in the symbiosis of life's rich biological complexities. These complex relationships draw attention to themselves in humanity's self-conscious awareness of the cosmos. As human beings, created "in the image and likeness of God" (Gen. 1:26), we are called to recognize this interdependence between our environment and ourselves. In the Eucharist, we offer the creation back to the creator in relationship to Him and to each other. Indeed, in our liturgical life, we realize by anticipation, the final state of the cosmos in the Kingdom of Heaven. We celebrate the beauty of creation, and consecrate the life of the world, returning it to God with thanks. We share the world in joy as a living mystical communion with the Divine.</i></p> <p><i>Moreover, there is also an ascetic element in our responsibility toward God's creation. This asceticism requires from us a voluntary restraint, in order for us to live in harmony with our environment. Asceticism offers practical examples of conservation. By reducing our consumption, we come to ensure that resources are also left for others in the world.</i></p>		

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<p><i>We must challenge ourselves to see our personal, spiritual attitudes in continuity with public policy. We do this out of a personal love for the natural world around us. We are called to work in humble harmony with creation and not in arrogant supremacy against it.</i></p> <p><i>Excessive consumption may be understood to issue from a world-view of estrangement from self, from land, from life, and from God. Consuming the fruits of the earth unrestrained, we become consumed ourselves, by avarice and greed. Excessive consumption leaves us emptied, out-of-touch with our deepest self. Asceticism is a corrective practice, a vision of repentance. Such a vision will lead us from repentance to return, the return to a world in which we give, as well as take from creation.</i></p> <p><i>We lovingly suggest to all the people of the earth that they seek to help one another to understand the myriad ways in which we are related to the earth, and to one another. In this way, we may begin to repair the dislocation many people experience in relation to creation.</i></p> <p><i>If human beings treated one another's personal property the way they treat their environment, we would view that behavior as anti-social. We would impose the judicial measures necessary to restore wrongly appropriated personal possessions. It is therefore appropriate, for us to seek ethical, legal recourse where possible, in matters of ecological crimes.</i></p> <p><i>It follows that, to commit a crime against the natural world, is a sin. For humans to cause species to become extinct and to destroy the biological diversity of God's creation... for humans to degrade the integrity of Earth by causing changes in its climate, by stripping the Earth of its natural forests, or destroying its wetlands... for humans to injure other humans with disease... for humans to contaminate the Earth's waters, its land, its air, and its life, with poisonous substances... these are sins.</i></p> <p><i>In prayer, we ask for the forgiveness of sins committed both willingly and unwillingly. And it is certainly God's forgiveness, which we must ask, for causing harm to His Own Creation.</i></p> <p><i>Thus we begin the process of healing our worldly environment which was blessed with Beauty and created by God. Then we may also begin to participate responsibly, as persons making informed choices in both the integrated whole of creation, and within our own souls.</i></p> <p><i>There has been much debate back and forth about who should, and should not have to change the way they use the resources of the earth. Many nations are reluctant to act unilaterally. This self-centered behavior is a symptom of our alienation from one another, and from the context of our common existence. We are urging a different and, we believe, a more satisfactory ecological ethic. This ethic is shared with many of the religious traditions represented here. All of us hold the earth to be the creation of God, where God placed the newly created human "in the Garden of Eden to cultivate it and to guard it" (Genesis 2:15).</i></p> <p><i>God imposed on humanity a stewardship role in relationship to the earth. How we treat the earth and all of creation defines the relationship that each of us has with God. It is also a barometer of how we view one another. For if we truly value a person, we are careful as to our behavior toward that person. As the Lord said, "You know that the rulers of the Nations lord it over them, and their great ones are tyrants over them. It will not be so among you; but whoever wishes to be great among you must be your servant, and whoever wishes to be first among you must be your slave; just as the Son of Man came not to be served but to serve, and to give his life as a ransom for many" (Mat. 20:25-28).</i></p> <p><i>It is with that understanding that we call on the world's leaders to take action to halt the destructive changes to the global climate that are being caused by human activity. And we call on all of you here today, to join us in this cause. This can be our important contribution to the great debate about climate change. We must be spokespeople for an ecological ethic that reminds the world that it is not ours to use for our own convenience. It is God's gift of love to us and we must return his love by protecting it and all that is in it.</i></p> <p><i>The Lord suffuses all of creation with His Divine presence in one continuous legato from the substance of atoms to the Mind of God. Let us renew the harmony between heaven and earth, and transfigure every detail, every particle of life. Let us love one another, and lovingly learn from one another, for the edification of God's people, for the sanctification of God's creation, and for the glorification of God's most holy Name.</i></p>			<p><b>Orthodox Bishops' pastoral letter on climate change (excerpt)</b></p> <p><i>The Orthodox bishops issued a pastoral letter on climate change in 2007 and stated, "immediate measures must be taken." An excerpt from their statement follows.</i></p> <p>The conditions we observe now are only the early alterations to our climate. Larger and more disruptive changes will result unless we reduce the forces causing climate change.</p> <p>It should be clear that immediate measures must be taken.... If we fail to act now, the changes already underway will intensify and create catastrophic conditions. A contributing cause of these changes is a lifestyle that contains unintended... destructive side effects. It may be that no person intends to harm the environment, but excessive use of fossil fuels is destroying the life of creation.... As Church leaders, it is our responsibility to speak to this condition as it represents a grave moral and spiritual problem.</p> <p>Therefore, we wish to emphasize the seriousness and the urgency of the situation. To persist in a path of excess and waste, at the expense of our neighbors and beyond the capability of the planet to support the lifestyle responsible for these changes, is not only folly; it jeopardizes the survival of God's creation.... Not only is [this] sinful; it is no less than suicidal.</p> <p>But there is hope. Society can alter its behavior and avoid the more serious consequences of climate change. In order to make the required changes, we are called to pray for a change in our personal attitudes and habits, in spite of any inconvenience. The issue is not merely our response to climate change, but our failure to obey God. We must live in a manner that is consistent with what we believe. At minimum, this means caring about the effect of our lives upon our neighbors, respecting the natural environment, and demonstrating a willingness to live within the means of our planet. Such a change will invariably require reduction in our consumption of fossil fuels as well as acceptance of alternative energy sources such as solar or wind power, and other methods that minimize our impact upon the world. We can do these things, but it will require intentional effort.</p> <p>We must learn all that we can about climate change. We must set an example in the way that we live, informing others about this threat. We must discuss this with fellow parishioners and we must raise the issue before public officials. Each of us can do something.</p> <p>At every Divine Liturgy, we pray for seasonable weather. Let us enter into this prayer and amend our lives... If we can do this, God willing, we may live and flourish. This is not optional.... The Scriptures tell us if we destroy the earth, God will destroy us (see Rev. 11:18).</p>		

Comment noted. However, these comments are not related to the I-70 project or the I-70 EIS document.








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<p><b>PC(USA) Environmental Policy</b> <i>This policy is a foundational policy for the work of the Environmental Ministries program of the PC(USA). It has great, inspiration language useful for congregational liturgy, personal prayer, and reflection. Here are some excerpts:</i></p> <p>Creation cries out in this time of ecological crisis</p> <ul style="list-style-type: none"><li>• Abuse of nature &amp; injustice to people place the future in grave jeopardy.</li><li>• Population triples in this century.</li><li>• Biological systems suffer diminished capacity to renew themselves.</li><li>• Finite minerals are mined and pumped as if inexhaustible.</li><li>• Peasants are forced onto marginal lands and soil erodes.</li><li>• The rich-poor gap grows wider.</li><li>• Wastes and poisons exceed nature's capacity to absorb them.</li><li>• Greenhouse gases pose threat of global warming.</li></ul> <p>Therefore, God calls the Presbyterian Church (U.S.A.) to</p> <ul style="list-style-type: none"><li>• respond to the cry of creation, human and non-human;</li><li>• engage in the effort to make the 1990s the "turnaround decade," not only for reasons of prudence or survival, but because the endangered planet is God's creation; and</li><li>• draw upon all the resources of biblical faith and the Reformed tradition for empowerment and guidance in this adventure.</li></ul> <p>The church has powerful reason for engagement in restoring God's creation:</p> <ul style="list-style-type: none"><li>• God's work in creation is too wonderful, too ancient, too beautiful, and too good to be desecrated.</li><li>• Restoring creation is God's own work in our time, in which God comes both to judge and to restore.</li><li>• The Creator-Redeemer calls faithful people to become engaged with God in keeping and healing the creation, human and non-human.</li><li>• Human life and well-being depend upon the flourishing of other life and the integrity of the life-supporting processes that God has ordained.</li><li>• The love of neighbor, particularly "the least" of Christ's brothers and sisters, requires action to stop the poisoning, the erosion, the wastefulness that are causing suffering and death.</li><li>• The future of our children and their children and all who come after is at stake.</li><li>• In this critical time of transition to a new era, God's new doing may be discerned as a call to earth-keeping, to justice and to community.</li></ul> <p>Therefore, the General Assembly affirmed that:</p> <ul style="list-style-type: none"><li>• Response to God's call requires a new faithfulness, for which guidance may be found in norms that illuminate the contemporary meaning of God's steadfast love for the world.</li><li>• Earth-keeping today means insisting on sustainability-the ongoing capacity of natural and social systems to thrive together — which requires human beings to practice wise, humble, responsible stewardship, after the model of servanthood that we have in Jesus.</li><li>• Justice today requires participation, the inclusion of all members of the human family in obtaining and enjoying the Creator's gifts for sustenance.</li><li>• Justice also means sufficient, a standard upholding the claim of all to have enough — to be met through equitable sharing and organized efforts to achieve that end.</li><li>• Community in our time requires the nurture of solidarity, leading to steadfastness in standing with companions, victims and allies and to the realization of the church's potential as a community of support for adventurous faithfulness.</li></ul>			<p><b>The Power to Change - U.S. Energy Policy and Global Warming</b> This policy offers moral guidance and provides practical steps individual Presbyterians, groups and communities may take to change unhealthy energy practices to ensure that there is an abundant supply of God's good energy for future generations of the whole creation to enjoy.</p> <p><b>Climate Change</b> God created the earth, and it is sacred. As Psalm 24:1 proclaims, "The earth is the Lord's, and all that is in it." Therefore we are called to stewardship of the earth. When we work to protect creation, we are answering God's call to till and keep the garden (Genesis 2:15). In the face of deepening ecological crises caused by the earth's warming, our call to act as earth's caretakers takes on more meaning. Our efforts will curtail the shrinking of sacred waters, the endangerment of living creatures of every kind, and the vulnerability of our brothers and sisters in developing countries. Read more on biblical principles for environmental stewardship. The Union of Concerned Scientists has identified food, transportation, and home energy as the three key areas that need action to help stem climate change.</p> <p><b>Transportation</b></p> <ul style="list-style-type: none"><li>• Car owners, check out the latest tips for preserving the environment through your personal transportation choices.</li><li>• Learn about the Cool Congregation Campaign to reduce carbon emissions. The April 2009 challenge surrounded issues of transportation.</li><li>• Find out more about mass transit routes in many of America's larger cities.</li><li>• Encourage members to safely walk, bike, take public transportation or carpool to work.</li></ul> <p><b>Energy use</b></p> <ul style="list-style-type: none"><li>• <i>Web of Creation</i> offers many resources on faith and ecology; including "<i>The Environmental Guide for Congregations</i>," a holistic look at how congregations impact the environment with steps to reduce this impact.</li><li>• Visit the Regeneration Project and Interfaith Power and Light Web site and get a wealth of resources on energy efficiency issues.</li><li>• Calculate your household carbon footprint and learn steps to lessen the impact.</li></ul> <p><b>Presbyterian Church (U.S.A.) Policy Brief - Environment and Energy</b> Presbyterian General Assemblies have been speaking on issues of environmental protection and justice since the late 1960s. Their witness ranges broadly from drinking water safety and acid rain, to protecting endangered species, to cleaning up dirty power plants, to climate change and U.S. energy policy. The Assemblies' major policy statements on environment were in 1971 and 1990, and on energy in 1981.</p> <p><b>General</b></p> <ul style="list-style-type: none"><li>• The Enough for Everyone Program has developed the <i>Green Living</i> guide, which includes three sections on Green Consumption, Green Transportation and The Green House Effect (greening our homes). Living green means practicing our faith through caring for the creation.</li><li>• The National Council of Churches Eco-Justice Program has a wealth of resources on many aspects of climate change and other environmental issues available.</li></ul>		





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<div><p><b>Fossil fuel overture sent to the Mission Responsibility through Investment Committee</b> June 20, 2014   <a href="#">General Assembly News</a>   <a href="#">Pat Cole</a></p><p><i>The group charged with advising the Presbyterian Church (U.S.A.) on socially responsible investing will review how the church might leverage its holdings in fossil fuel companies to influence their environmental impact under a referral adopted Friday by the 221st General Assembly (U.S.A.).</i></p><p><i>The Assembly voted 469-110 to refer a proposal from the Presbytery of Boston that would have ordered the church's Board of Pensions and Presbyterian Church (U.S.A.) Foundation to immediately stop such investment and liquidate any holdings within five years.</i></p><p><i>Instead, the Assembly opted to refer the proposal, with comment, to the Mission Responsibility Through Investment committee, "for action and discernment in accordance with its long-standing and detailed procedures to engage with individual corporations to advance their actions in support of important social policy issues."</i></p><p><i>In addition to asking MRTI to report to the 222nd General Assembly (2016), the Assembly Committee on Immigration and Environmental Issues added as comment that it "is deeply concerned about both the need for action and the need to remain in dialogue with companies that are in the fossil fuel industry."</i></p></div>			<div><p><b>REFORMED CHURCH IN AMERICA</b></p><p><b>Social Justice: Moving from Witness to Action</b></p><p><u>Our Purpose</u> – is to continue the work of Jesus Christ, who welcomed sinners, healed the sick, fed the hungry, and preached good news to the poor. In fellowship with Christ the church is called to follow Christ in mission, led by the Holy Spirit, to bear witness through God's unconditional love to those who are among the poor, who are strangers, and who have become outcasts.</p><p><u>Our Mission</u> – is to work for peace and reconciliation, together with Christ and our ecumenical partners reflecting the love God has shown us through Jesus Christ. We bring the message of God's love and justice to places of power as we offer guidance on complex ethical issues. And we honor God's calling to care for creation.</p><p><u>Our Goal</u> – is to hear the many voices that are calling out for us as people of God to move from witness to action, as we follow Christ into mission and live out our purpose.</p><p><b>Caring for Creation</b></p><p><u>Your Life, Your Faith.</u> Discover how the Bible can shape how you see the world and influence how you live.</p><ul style="list-style-type: none"><li>• <u>How we consume and use energy:</u> Is our need to consume too much for this world to handle?</li><li>• <u>What we eat and how it gets there:</u> We were created as consumers, not shoppers, which means that the purpose of eating and drinking is to sustain life. How do we do that in a way that is faithful to ourselves, our neighbors, and God's world?</li><li>• <u>Our bodies and the air we breathe:</u> How can we assure that our physical legacy is ashes and dust instead of serious environmental issues that future generations will face?</li></ul><p><b>Carbon Reduction Campaign</b></p><p>The Carbon Reduction Campaign is a new opportunity offered through the <a href="#">National Council of Churches (NCC) Eco-Justice Program</a>. It allows individuals, congregations, and youth groups to care for creation by reducing carbon emissions while also saving on energy costs. Through the <a href="#">NCC Eco-Justice website</a>, you can sign up yourself, a youth group, or a congregation for the Carbon Reduction Campaign. The NCC Eco-Justice office will offer ideas to reduce your carbon usage and to calculate your carbon savings.</p><p><i>from the NCC Eco-Justice website:</i></p><p>Across the world, people living in poverty who have fewer resources and emit less carbon dioxide will suffer the most dire consequences of a changing climate. Even within the United States, this is the case: poorer communities will bear an unequal burden of the impacts of climate change. The impacts of global climate change threaten all of God's Creation, destroying habitats and threatening multiple species with extinction. While ultimate ownership of creation is God's, we have a responsibility to care for all of God's creation—both human and nonhuman. And as God's people, we have a responsibility to work for justice (Micah 6:8).</p></div> <div><p>Comment noted. However, these comments are not related to the I-70 project or the I-70 EIS document.</p></div> <div></div>		

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<div><div>ROMAN CATHOLIC CHURCH</div><div><div>Why Does The Church Care About Global Climate Change?</div><div><p>At its core, global climate change is not about economic theory or political platforms, nor about partisan advantage or interest group pressures. It is about the future of God's creation and the one human family. It is about protecting both 'the human environment' and the natural environment. (Global Climate Change: A Plea for Dialogue, Prudence and the Common Good, US Catholic Bishops, 2001)</p><div><div>Introduction</div><div><p>There is increasing discussion of global climate change, also called "global warming," which refers to long-term increases in average global temperatures that result from natural variation and human activities. Although some uncertainty still exists as to the exact nature and effects of global climate change, a broad scientific consensus has developed that some significant warming has occurred, brought about in part by human activities. As the U.S. bishops expressed in their 2001 pastoral statement on climate change, this issue "...is about the future of God's creation and the one human family." To help us address contemporary questions, such as climate change, Catholics bring a long tradition of applying our Church's social teachings to complex issues.</p><p>Sacred Scripture calls believers to care for God's creation and all of God's children. As creation unfolded under God's loving hand, God saw all that He had made and found it "very good" (Genesis 1: 31). God created the human person in His "divine image" placing the human creature at the summit of the created order. "Being in the image of God, the human individual possesses the dignity of a person who is not just something but someone." <sup>1</sup> God also blesses the other creatures who share the earth and makes clear the connection that exists between all living things (Genesis 1:27-31). God calls us as His stewards to care for the garden He created. The natural world serves as a source of inspiration for our faith and our love for the Creator. Through Biblical stories, psalms and parables, and the beauty of the natural world, we can come to know God more fully.</p><p>Catholic social teaching, which is rooted in Scripture and the tradition of the Church, is an instrument of evangelization <sup>2</sup> and expresses the social doctrine of the Church outlining ethical principles to guide the development of a morally just society. These principles are particularly applicable to the many challenging social, political, economic and ecological questions of our times.</p><p>There are three themes from Catholic Social Teaching that apply in a particular way to the Church's concern for the environment. First, concern for the environment calls us to respect human life and dignity. Second, as the world becomes increasingly interdependent, we have a call to promote the common good and the virtue of solidarity. Finally, in caring for the environment, we have a special responsibility to the poor and vulnerable, who are most affected and least heard. <sup>3</sup></p><div><div>Stewardship and the Common Good</div><div><p>"The fundamental message of Sacred Scripture proclaims that the human person is a creature of God, and sees in his being in the image of God the element that characterizes and distinguishes him." <sup>4</sup> Because humans are social beings, they can find their fulfillment and pursue their individual good when they "come together in stable groups with the purpose of attaining a common good." <sup>5</sup> In light of the human person's unique dignity and pre-eminent place within creation, "the relationship of man with the world is a constitutive part of his identity. <sup>6</sup> As the US Catholic bishops point out in their statement, <i>Renewing the Earth</i>, as stewards, "we seek to explore the links between concern for the person and for the earth, between natural ecology and social ecology. The web of life is one."</p><p>In examining environmental questions, the concept of the "common good" is central in promoting the dignity, unity, and equality of all people. <sup>7</sup> Achieving the common good requires us to recognize that we exist "with and for" others and that we act in such a way that respects and protects the fundamental rights of all humans. The common good also requires a concern for not only the people of today but for future generations as well. It compels us to work towards worldwide cooperation on issues of global concern. <sup>8</sup></p></div></div></div></div></div><div><div>Comment noted. However, these comments are not related to the I-70 project or the I-70 EIS document.</div></div></div></div>			<div><div>Special Concern for the Poor</div><div><p>God also calls His children to care for one another, most particularly the poor and those who cannot carefully for themselves. Our responsibility to the poor and vulnerable requires that we open our hands and hearts to those in need, taking special care to aid and comfort them (Deut. 15:7-11). We see the face of Christ in the poor, the vulnerable, and those living on the margins of society. By caring for them, we draw closer to the Lord, fulfilling and spreading the message of His love. We will be judged by our responsibility to the least of these. (Matthew 25:35-40). As part of one body in Christ, each believer has an obligation to use our God-given talents for the improvement of the human condition and the attainment of the common good (I Cor. 12:7, 12).</p><div><div>Poverty and Authentic Human Development</div><div><p>Global climate change poses one of the greatest threats to the most vulnerable among us. Because of poverty, age, health, and location, the poor are especially susceptible to the potential negative impacts of global climate change. The poor and vulnerable often do not have the economic and technological resources to either adapt to or ward off the expected impacts of climate change. Heat waves, droughts, and storms and consequent economic costs will fall most heavily upon the poor. <sup>9</sup> Since the "least of these" are most at risk from the climate change, Christians have a particular duty to address the moral and human implications of climate change.</p><p>"Caring for the environment is a challenge for all of humanity. It is a matter of a common and universal duty, that of respecting the common good." <sup>10</sup> Every individual and institution must accept responsibility for caring for God's creation, and "[I]t is a responsibility that must mature on a basis of the global dimension of the present ecological crisis and the consequent necessity to meet it on a worldwide level, since all beings are interdependent in the universal order established by the Creator." <sup>11</sup>Every creature depends upon the same global ecology, a series of separate yet interdependent systems that provide air, food, water, and basic resources. The planetary commons, comprised of these shared resources, are easily exploited when we fail to recognize the interconnected nature of God's creation. Therefore, common effort is required to preserve God's gifts to us. <sup>12</sup></p><p>This attention to the environment also must reflect the special concern for the poorest members of the human community, as poverty and environmental degradation often go hand in hand. <sup>13</sup> God created the bounty of the earth to be shared among all of his children, equitably and justly, and he commands us to be stewards of this great creation. To embrace our role as stewards of God's creation, we must employ "restraint and moderation in the use of material goods, so we [do] not allow our desire to possess more material things to overtake our concern for the basic needs of people and the environment." <sup>14</sup> In fulfilling these duties, we promote a focus on authentic development, encouraging the economic and spiritual advancement of the poorest people on earth as a means to living out our Catholic faith.</p><div><div>The Virtue of Prudence</div><div><p>The virtue of prudence is required in both the dialogue and in our response to the challenges posed by global climate change. As the bishops said in their June 2001 statement, <i>Global Climate Change: A Plea for Dialogue, Prudence and the Common Good</i>, "Prudence not only helps us identify the principles at stake in a given issue, but also moves us to adopt courses of action to protect the common good. ... It is not simply a cautious and safe approach, but rather a thoughtful, deliberate, and reasoned basis for taking or avoiding action to achieve a moral good." In the case of global climate change, we know enough to understand that scientific arguments for action on the reduction of greenhouse gases cannot be easily dismissed. It seems prudent then, not only to continue to research and monitor this phenomenon, but to take steps now to mitigate possible negative effects in the future. The efforts of our Church then are focused on the needs of the poor, the weak and the vulnerable, as inaction and inadequate or misguided responses to climate change may potentially pose greater burdens on the poor, particularly the poor in developing nations.</p></div></div></div></div></div></div>		




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<p><b>Roman Catholic Statement on Carbon Pollution Standards</b></p> <p><i>EPA Public Hearing   Carbon Pollution Standards for Existing Power Plants   Washington, DC   July 30, 2014</i></p> <p>Good morning. My testimony draws from a letter sent today by Archbishop Wenski and Bishop Pates to the EPA Administrator welcoming the setting of standards to reduce carbon pollution from existing power plants.</p> <p>The bishops support a national standard to reduce carbon pollution and recognize the important flexibility given to states in determining how best to meet these goals. Above all, these standards should protect the health and welfare of all people, especially children, the elderly, as well as poor and vulnerable communities, from harmful pollution emitted from power plants and from the impacts of climate change.</p> <p>The bishops speak as people of faith, not as technical experts. They are pastors in a faith tradition that teaches, as Pope Francis recently stated, “Creation is a gift, it is a wonderful gift that God has given us, so that we care for it and we use it for the benefit of all, always with great respect and gratitude.” Power plants are the largest stationary source of carbon emissions in the United States, and a major contributor to climate change. And, we know the effects of climate change are borne by the most vulnerable people, whether at home or around the world.</p> <p>In the United States, power plants have often been located near low-income neighborhoods and communities of color. Air pollution from these plants contributes to health problems, especially in the young and the elderly. These standards would significantly reduce carbon pollution from power plants; they would also reduce particle pollution, sulfur dioxide, and nitrogen oxides, which have been linked to important human and environmental health problems.</p> <p>Around the world, these effects are even more severe. Catholic Relief Services is helping the most vulnerable people respond to increasing floods, droughts, food and water insecurity, and conflict over declining resources. All these are making the lives of the world’s poorest people even more precarious. These standards are a vital first step to protecting the world’s most vulnerable people and allow the United States to exercise critical leadership necessary for achieving a global agreement.</p> <p>As the U.S. bishops wrote in their statement, <i>Global Climate Change: A Plea for Dialogue, Prudence and the Common Good</i>: “Action to mitigate global climate change must be built upon a foundation of social and economic justice.”</p> <p>The following principles can and should guide the EPA and states as they take steps to reduce carbon pollution and address climate change:</p> <ul style="list-style-type: none"><li>• Respect for Human Life and Dignity. All efforts to reduce the impact of climate change should recognize human life and dignity as the foundation of a healthy society.</li><li>• Prudence on Behalf of the Common Good. Wise action to address climate change is required now to protect the common good for present and future generations.</li><li>• A Priority for the Poor and Vulnerable. The consequences of climate change will be borne by the world’s most vulnerable people and inaction will worsen their suffering. We all have an obligation to help make sure their needs are addressed and their burdens eased.</li><li>• Social and Economic Justice. Any additional costs that such standards may generate must be distributed fairly. Workers should be protected from negative effects that might arise and should receive assistance to mitigate impacts on their livelihoods and families.</li><li>• Care for creation. We are all called to be responsible stewards of the earth and to use the gifts we have been given to protect human life and dignity, now and in the future.</li><li>• Participation. Communities should have a voice in shaping these standards based on their local impact, especially low-income communities whose voice is often not heard.</li></ul> <p>Archbishop Wenski and Bishop Pates appreciate the Agency’s commitment to address this urgent global challenge confronting the human family, and call upon leaders in government and industry to act responsibly, justly and rapidly.</p> <p>The moral measure of debate and decisions on climate change will be whether our nation acts with prudence to safeguard God’s creation, advance the common good, and protect humanity. Thank you.</p> <p><i>Oral Testimony by Cecilia V. Calvo   on behalf of Archbishop Thomas Wenski and Bishop Richard Pates, Chairs of the Domestic and International Committees of the United States Conference of Catholic Bishops</i></p>			<div></div> <p>The impact of climate change falls heaviest on the world’s poor. As Catholics, our faith demands prudent action.</p> <p>Our cars and power plants, more energy consumption and waste—we’re leaving a bigger carbon footprint. Scientists tell us that means more climate change. Here and around the world, it is the poor who will be hit hardest. With more droughts, floods, hunger and joblessness. As faithful Catholics, we have a moral obligation to care for both Creation and the poor. Pope Benedict XVI insists, “<i>Before it is too late, it is necessary to make courageous decisions</i>” to curb climate change.</p> <div></div> <hr/> <p><b>Economic Justice</b></p> <p><i>"We have forgotten and are still forgetting that over and above business, logic and the parameters of the market is the human being; and that something is men and women in as much as they are human beings by virtue of their profound dignity: to offer them the possibility of living a dignified life and of actively participating in the common good. Benedict XVI reminded us that precisely because it is human, all human activity, including economic activity, must be ethically structured and governed (cf. Encyclical Letter Caritas in Veritate, n. 36). We must return to the centrality of the human being, to a more ethical vision of activities and of human relationships without the fear of losing something."</i></p> <p><i>- Pope Francis, Address to the Centesimus Annus Pro Pontifice Foundation, 5/25/13</i></p> <hr/> <p><b>A Catholic Framework for Economic Life</b></p> <ol style="list-style-type: none"><li>1. The economy exists for the person, not the person for the economy.</li><li>2. All economic life should be shaped by moral principles. Economic choices and institutions must be judged by how they protect or undermine the life and dignity of the human person, support the family and serve the common good.</li><li>3. A fundamental moral measure of any economy is how the poor and vulnerable are faring.</li><li>4. All people have a right to life and to secure the basic necessities of life (e.g., food, clothing, shelter, education, health care, safe environment, economic security.)</li><li>5. All people have the right to economic initiative, to productive work, to just wages and benefits, to decent working conditions as well as to organize and join unions or other associations.</li><li>6. All people, to the extent they are able, have a corresponding duty to work, a responsibility to provide the needs of their families and an obligation to contribute to the broader society.</li><li>7. In economic life, free markets have both clear advantages and limits; government has essential responsibilities and limitations; voluntary groups have irreplaceable roles, but cannot substitute for the proper working of the market and the just policies of the state.</li><li>8. Society has a moral obligation, including governmental action where necessary, to assure opportunity, meet basic human needs, and pursue justice in economic life.</li><li>9. Workers, owners, managers, stockholders and consumers are moral agents in economic life. By our choices, initiative, creativity and investment, we enhance or diminish economic opportunity, community life and social justice.</li><li>10. The global economy has moral dimensions and human consequences. Decisions on investment, trade, aid and development should protect human life and promote human rights, especially for those most in need wherever they might live on this globe.</li></ol>		

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<div><div>UNION FOR REFORMED JUDAISM</div><div><div>Climate Change and Energy</div><div>Commission on Social Action   Union for Reform Judaism’s 70th General Assembly</div></div><div><p>Jewish tradition emphasizes that human dominion over nature does not provide a license to abuse the environment; rather we are called to “till and tend” God’s Earth (<i>Genesis 2:15</i>), and reminded in the Midrash that if we fail to do so, there will be nobody after us to repair our damage (<i>Ecclesiastes Rabbah 7:13</i>). We are also repeatedly commanded to care for the poorest and most vulnerable among us; this means ensuring adequate access to basic resources and a healthy environment for all people, including marginalized communities at home and throughout the world.</p><p>For more than forty years the Reform Movement has advocated in defense of our environment and all those species — from the smallest creatures to humankind itself — that rely on our shared natural habitat and resources for survival. Since our 1965 Resolution on Conservation and Development of Natural Resources, we have spoken out for cleaner air, water, and land by decrying toxic waste, fighting pollution, and calling on our synagogues and congregants to make wise use of limited natural resources in our personal and communal lives.</p><p>The URJ is central to the advocacy and programmatic work of the Coalition on the Environment and Jewish Life (COEJL), the umbrella group representing scores of national and regional Jewish organizations committed to environmental protection and energy conservation, including its new Jewish Energy Covenant Campaign to transform the way the Jewish community views energy and environmental issues and make a meaningful and unique contribution to the global effort to confront climate change.</p><p>We have long understood the need for comprehensive and progressive energy policies that protect all people and increase our national security and that of our allies. In 1978, the URJ Board of Trustees declared that, “the priorities of a national energy policy should be the conservation and development of renewable alternative resources” and that “a comprehensive national energy program must be spearheaded by appropriate and responsible government policy.” At the same time, we have repeatedly expressed caution about the expansion of nuclear power, as in our 1991 Resolution on a New North American Energy Strategy which, “reaffirm[s] our opposition to the further expansion of nuclear energy until the unanswered questions regarding safety and disposal of nuclear wastes are satisfactorily resolved.”</p><p>We now face the unprecedented challenge of climate change due to greenhouse gas emissions, and the need for serious and urgent action on this issue has never been clearer. This growing threat, along with our rapidly decreasing supply of fossil fuels, further illustrates the need for strong energy and environmental policies at every level. The greenhouse gas emissions that cause global climate change have real costs for our health and our environment, and should be priced and limited accordingly. When we recognize this fact, we can take steps that both protect our planet and ensure increased access to affordable, reliable, and clean energy.</p><p>Climate change is fundamentally a social justice issue that marries our mandate to be good stewards of the earth with our call to care for the least among us. The vulnerable developing nations that contribute the least to climate change will be among the first to feel its effects. As the largest historical producer of greenhouse gas emissions, the United States is responsible for leading the way to global solutions.</p><p>We must also ensure that low- and moderate-income individuals and families, minority communities, and other populations particularly vulnerable to both environmental degradation and volatile energy prices and economic transitions, do not bear a disproportionate burden from either the effects of climate change or the effects of policies designed to shape energy choices. Well-crafted climate and energy policies can protect these communities and create opportunities for those in need by creating good-paying “green” jobs in innovative industries including the manufacture and distribution of energy from clean, renewable sources, weatherization of homes, businesses, and government buildings, and environmental health and education.</p></div><div></div></div> <div><div>Comment noted. However, these comments are not related to the I-70 project or the I-70 EIS document.</div></div>				<div><p>We must put our world on the path to a sustainable future built on clean energy. The current political climate makes the prospect for progress more tangible than ever before. We believe that responding to climate change is an urgent, moral and spiritual issue and it has never been more critical to make the faith community’s voice heard.</p><p><b>THEREFORE</b>, the Union for Reform Judaism resolves to:</p><ol style="list-style-type: none"><li>Support U.S. &amp; Canadian domestic climate &amp; energy policies that:<ol style="list-style-type: none"><li>Reduce greenhouse gas emissions through properly constructed governmental policies — such as cap-and-trade, a carbon tax or other methods to achieve these ends — that ensure that the price of energy reflects its <i>true</i> costs, including costs to our environment;</li><li>Encourage the sale of carbon permits, rather than their free allocation (if a cap-and-trade system is adopted), to ensure that polluters pay for their emissions and that there is a funding source for investment in renewable energy development, green jobs training programs, and protection of the vulnerable at home and abroad from climate change effects;</li><li>Increase energy independence through long-term development of clean, safe renewable sources of energy such as wind and solar power through appropriate incentives and &amp; regulatory policies;</li><li>Include programs to help those whose short-term economic security may be affected by climate and energy policies that speed the transition from fossil fuels to renewable sources of energy, including assistance to low- and moderate-income people to compensate for proportionately larger expenses for electricity, fuel, and transportation; training and retraining programs to prepare current employees in fossil-fuel-dependent industries and the future workforce for green jobs in the renewable energy and energy efficiency sectors; and economic transition assistance for coal miners and other affected workers;</li><li>Provide sufficient funding – in addition to existing international aid and development programs – for international adaptation programs to assist the most vulnerable developing nations as they confront the inevitable impacts of climate change; and</li><li>Explore additional sources of energy, including benefits, safety &amp; security concerns of nuclear power.</li></ol></li><li>Urge the U.S. and Canadian governments to work cooperatively with other nations to address climate change by participating and playing a leading role in international bodies, treaties, protocols, and conferences that promote sustainable responses to climate change, including:<ol style="list-style-type: none"><li>Protecting tropical forests and other carbon-absorbing ecosystems around the world through sustainable development of forests and other natural resources;</li><li>Investing in global development and dissemination of clean energy technologies; and</li><li>Responding to climate change impacts throughout the world with a focus on adaptation efforts in the most vulnerable nations and communities.</li></ol></li><li>Urge our Movement and its members to act in ways that reflect the need for immediate action by:<ol style="list-style-type: none"><li>Encouraging congregations, URJ camps, and other arms of the Reform Movement to engage in concerted conservation efforts, as outlined in the URJ’s Greening Reform Judaism Initiative (<a href="http://www.urj.org/green">www.urj.org/green</a>), to reduce energy and other resource consumption and use renewable energy in their facilities, programs, and practices including plans for future construction, expansion, and remodeling;</li><li>Encouraging congregants to raise awareness of climate change and energy issues within the Jewish community, and take action toward integrating an ethic of environmental stewardship into every aspect of Jewish life;</li><li>Encouraging all individuals to engage with their local communities in promoting stewardship through sustainable practices and policies; and</li><li>Encouraging the URJ and its partner institutions to support these efforts by providing educational resources and facilitating the creation of networks of individuals and communities dedicated to advancing climate and energy solutions, including using the resources and supporting the programmatic work of the Coalition on the Environment and Jewish Life and its new Jewish Energy Covenant Campaign.</li></ol></li></ol></div> <div></div>			



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<div>UNITED CHURCH OF CHRIST</div> <div>Doing justice, seeking peace and building community are central to the identity of the United Church of Christ. Join us in building a stronger faith-based movement for peace, justice, equality and inclusivity.</div> <div>Unemployment, low wages, unsafe jobs, globalization, the rich getting richer and the poor getting poorer, taxes (who pays and how much), the right to form a union (and why someone might want to), imports from China and closed factories in the U.S. – these are issues of economic justice. And they are very complicated issues.</div> <div>But things are a little simpler for people of faith. We measure the economy against one fundamental truth: the earth and all that is in it belong to God (Ps. 24:1). God has blessed us with abundance and God’s vision for every one of God’s people, all 7 billion of us, is to live in the fullness of life. God intends for us to fully share God’s gifts (Exodus 16: 16-18). There is enough for all our needs if we share God’s resources. Each of us can live an abundant life.</div> <div>Once we have a vision, we can we begin working to put it in place – by lobbying our elected representatives for the needed legislation, standing with striking workers, resisting unfair international trade and investment agreements, sharing our abundance, ensuring the social safety net is sufficient, and taking other actions to make certain that all God’s children receive a fair share of the resources that God provides for us all. We know God walks with us as we work for justice.</div> <div>Race, Ethnicity and Economic Justice</div> <div>The United States has a long history of racism, segregation, discrimination, and legalized oppression of people based on their skin color. Even today, despite progress made on many fronts, economic disadvantages associated with race and ethnicity persist. The United Church of Christ has a long history of working towards Racial Justice. We continue to actively work to ensure justice in these areas right now!</div> <div>Race and Economic Disadvantage. The workings of the economy are often thought to be fair and rational. But the outcomes we see tell a different story. Race and ethnicity matter: unequal treatment continues to disadvantage people of color. Read a short overview of race and unemployment, wages and salaries, and poverty. Then use the discussion questions to engage in a thoughtful conversation.</div> <div>Privatization</div> <div>In the United States, public services have traditionally been understood to serve society as a whole in addition to the individuals directly served. Public services have traditionally included the operation of public schools, jails and prisons, the military, local, state and national parks, resources like rivers and public lands, <b>roads and highways</b>, the administration of social programs, and services like police, fire, and garbage collection.</div> <div>Privatization is turning over traditional public services to not-for-profit agencies or for-profit companies or contractors. While public services are overseen by public boards and regulated through laws passed by democratically elected bodies, privatized services are privately managed and most often no longer accountable to the public but instead to privately-appointed boards and/or shareholders, who are exempt from sunshine laws.</div> <div>While public services are paid for primarily through taxes, privatized services may be paid for with any combination of public funds, fees charged for services, or grants from individuals or philanthropy. Privatized services may be provided without profiting the provider, or they may be offered for profit.</div> <div>The UCC's General Synod named concerns about privatization in a <u>Resolution for the Common Good</u>. "A just and good society balances individualism with the needs of the community. In the past quarter century our society has lost this ethical balance... While some may suggest that the sum total of individual choices will automatically constitute the common good, there is no evidence that choices based on self interest will protect the vulnerable or provide the safeguards and services needed by the whole population. While as a matter of justice and morality we strive always to expand the individual rights guaranteed by our government for those who have lacked rights, we also affirm our commitment to vibrant communities and recognize the important role of government for providing public services on behalf of the community."</div>				<div></div> <div>Comment noted. However, these comments are not related to the I-70 project or the I-70 EIS document.</div>				<div>The <i>Resolution for the Common Good</i> resolves "to affirm the role of public institutions paid for by taxes for ensuring essential services and protecting the good of the wider community," and to make our culture reflect the following values: "that government policy and services are central to serving the common good," "that paying taxes for government services is a civic responsibility of individuals and businesses," and "that the tax code should be progressive, with the heaviest burden on those with the greatest financial means."</div> <div>Economics and the Environment</div> <div>Economic policies and institutions impact our climate, climate change, and all the living things on God's planet. Changes in public policies can make our economy more equitable while also slowing climate change and environmental degradation.</div> <div>In The New Abolitionism, Christopher Hayes notes that <b>fossil fuel</b> companies are pulling more carbon out of the ground than ever before and, if we limit the planet’s temperature increase to 3.6 degrees Fahrenheit (anything above that threatens human survival), then “it’s becoming increasingly clear that those companies will have to leave 80 percent of their reserves in the ground if we are to avert a global cataclysm.” This would mean our incredibly powerful fossil fuel companies will need to just walk away from an estimated \$10-20 trillion. Hayes notes that the only historical event that compares with today's need to abandon a huge amount of wealth is the abolition of slavery. It took the Civil War to bring it about. Hayes writes, “In fact, the parallel I want to highlight is between the opponents of slavery and the opponents of fossil fuels. Because the abolitionists were ultimately successful, it’s all too easy to lose sight of just how radical their demand was at the time: that some of the wealthiest people in the country would have to give up their wealth. That liquidation of private wealth is the only precedent for what today’s climate justice movement is rightly demanding: that trillions of dollars of fossil fuel stay in the ground. It is an audacious demand, and those making it should be clear-eyed about just what they’re asking. There is no way around conflict with this much money on the line, no available solution that makes everyone happy. No use trying to persuade people otherwise.”</div> <div>Why should people of faith care about the environment?</div> <div>God's Gift and Call To Us. As people of faith, we look to the scriptures for guidance for the choices we make in our lives. Genesis 1 says that when God created the heavens and the earth, God saw that everything was "very good." We learn in Genesis 2 that as humankind has the freedom to make moral choices, and that each of us lives with the responsibility for our personal actions or inactions. With the freedom of God's gift, the prophet Micah guides us towards moral and responsible lifestyle choices: we are to do justice, love kindness and mercy, and walk humbly with our God [Mic.6:6-8].</div> <div>Our Response To God. We understand scriptures compel us to act on our faith grounded in wonder, reverence, love, and respect for all of God's creation. But clearly, God's creation is groaning under the burden of injustice, greed, and arrogance. Our choices have resulted in vanishing and degraded farmland, air unfit to breathe and water unfit to drink, unsustainable energy processes and consumption, and the perilous immediate and long-term worldwide consequences of global warming and climate change. Poor communities and communities of color will disproportionately suffer the unjust consequences of our choices. And now, we realize more every day that our choices threaten the voiceless natural systems that sustain all of life itself.</div> <div>Our Choices Now. When confronted with environmental responsibility, people of faith now face an additional choice: to live in despair or to live with hope. We in the United Church of Christ are called to live with hope. We are called to go beyond lifestyle adjustment. We are called to spiritual and lifestyle transformation based on justice and reverence for all of God's creatures and creation. We are called by Jesus to love God and love our neighbor as ourselves. With God's grace, we invite individuals to transform their lives and their communities to become hopeful, restorative, and just.</div>			

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<p><b>Environmental Racism</b></p> <p>“Humankind has so much become one family that we cannot ensure our own security unless we ensure the security of all others.” - Bertrand Russell, from Simple Prosperity</p> <div><p><i>In 1982 the State of North Carolina chose a poor predominantly African American community for the placement of a toxic waste landfill to dispose of PCBs illegally dumped along the roadway of fourteen counties. Residents of Warren County, North Carolina enlisted the support of the United Church of Christ Commission for Racial Justice (CRJ) to engage in a campaign of nonviolent civil disobedience.</i></p><p><i>In response to this experience, and from others across the nation, the CRJ commissioned a study to examine what was perceived at the time to be the intentional placement of hazardous waste sites, landfills, incinerators, and polluting industries in communities inhabited mainly by African Americans, Hispanics, Native Americans, Asians and Pacific Islanders, farm workers and the working poor. These groups were, and still are, particularly vulnerable because they are perceived as weak and passive citizens who will not fight back against the poisoning of their neighborhoods in fear that it may jeopardize jobs and economic survival.</i></p><p><i>In releasing the findings of the 1987 study written by Charles Lee, Rev. Benjamin Chavis, CRJ Executive Director, referred to intentionally selecting communities of color for wastes disposal sites and polluting industrial facilities – essentially condemning them to contamination – as “environmental racism.” He called on the United Church of Christ to be a champion working for environmental justice across the nation and across the world.</i></p></div> <p><u>Why Is Environmental Racism an Issue of Faith?</u> People of faith are called to care for all of our neighbors, regardless of their race, their income level, or their life circumstances. Jesus taught us this behavior in the parable of the Good Samaritan. He was also a student of the Hebrew Scriptures where he learned to “let justice roll down like waters, and righteousness like an everflowing stream.” Jesus did not discriminate or separate people into artificial groups, but rather declared that the Kingdom of God is available to all of God’s children.</p> <p>Racism divides people and alienates them against each other based on ethnic origin or color, and environmental racism adds an additional degree of injustice upon people or communities. The environmental justice movement has been trying to address inequalities that are the result of human settlement, industrial contamination and unsustainable development. Through the <b>Environmental Justice</b> Office, the United Church of Christ seeks to educate congregations and communities and to assist groups in organizing, mobilizing and empowering themselves to take charge of their lives, their communities and their surroundings. We also seek to address the issues of power imbalances, political disfranchisement and lack of resources in order to facilitate the creation and maintenance of healthy, livable and sustainable communities.</p> <p>You will see that race matters. Place matters too. Unequal protection places communities of color at special risk. And polluting industries still follow the path of least resistance.</p> <p>Climate change and global warming bring an additional peril to communities of color or poor communities all over the world. Many who live near the coasts or in lower-lying areas will be the first to feel the effects of rising temperatures and oceans. They will not have the resources to make choices that others can make and may lose their homes and their livelihoods and will be displaced as environmental refugees.</p> <p><u>What You Can Do.</u> The <b>environmental justice</b> movement is as much concerned about the environment as any of the traditional environmental groups. There is only one environment. The environmental justice movement is concerned about wetlands, birds and wilderness areas. It is also concerned, however, about urban habitats, about reservations, about children poisoned by lead in their own homes and about children playing in contaminated parks and playgrounds. The UCC is committed to keep bringing these issues to the attention of environmental groups, communities of faith, and the broader society.</p>			<div><p><b>Transportation</b></p><p><u>What You Need To Know</u></p><ul style="list-style-type: none"><li>• 54% of Americans would like to walk more</li><li>• 53% would like to bike more</li><li>• In the 1960's, nearly 70% of children walked or bicycled to school. Today, less than 10% go to school under their own power</li><li>• 28% of trips in the US are under one mile</li><li>• 48% are less than 3 miles</li><li>• 1.7% of trips are made by foot or bicycle</li><li>• Motor vehicle emissions represent 31% of carbon dioxide, 81% of carbon monoxide, and 49% of nitrogen oxide</li><li>• 60% of pollution created by automobiles occurs in the first few minutes of operation</li><li>• A four-mile trip by bicycle keeps about 15 pounds of pollutants out of the air.</li><li>• [Nearly 1/3 of the population does not have access to an automobile, because of income, choice, age, or disability.]</li></ul><p>The Union of Concerned Scientists identified transportation as the most significant, consumer-related environmental problem. Why? Because of the <b>profound contribution that cars and light trucks make to global warming</b> (almost 30 percent of all greenhouse gasses). As people of faith, we must answer these questions each day:</p><ul style="list-style-type: none"><li>• How do I get to work, school, shopping, and other places most efficiently and most environmentally friendly?</li><li>• How many pounds of carbon dioxide does my choice of transportation mode put into the air? Is there a better alternative for my transportation?</li><li>• If I drive a car, what is the most environmentally responsible vehicle I can purchase?</li><li>• The U.S. Department of Transportation states that "The average United States driver travels 29 miles per day and is driving a total of 55 minutes per day" (<b>Bureau of Transportation Statistics</b>). This is over 20,000 hours per year!</li></ul><p>If we walked more or bicycled for short errands, the benefits would be better air quality, more exercise for improved health, and less money spent on maintaining a vehicle.</p><p>Transportation is a network that ties together our churches, workplaces, homes, schools, and friends and families. More &amp; more families are learning that living closer to the places they visit cuts down on the time spent in traffic, gives them more time with friends &amp; family, and improves the overall quality of their lives.</p><p><u>Why Is Transportation an Issue of Faith?</u> Remember the question, "What would Jesus drive?" It was part of an early campaign to help Christians understand that the choices we make for transportation have an effect on the lives of other people. If we drive a car, we have made a choice to consume the raw materials that make the car, buy the gas or diesel that powers the car, spend resources to insure and maintain the car, and eventually deposit the car either through a trade-in or to the scrap-heap. It is a choice that uses energy and natural resources that are becoming scarcer and are not shared equally across the globe. As stewards of the earth given to us by a generous and gracious God, we are responsible for keeping the air clean and sharing the earth's resources with others. <b>Every time we drive a car or use other means of fossil fuel-based energy, we are contributing to poorer air quality, using resources that someone else may need more than we do, and contributing to global warming.</b></p></div> 		

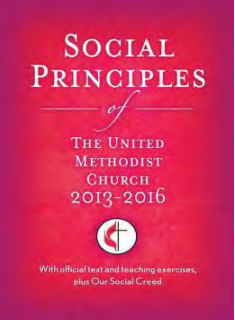
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<p><b>Climate Change and Global Warming</b></p> <p>"We are now faced with the fact, my friends, that tomorrow is today. We are confronted with the fierce urgency of now. In this unfolding conundrum of life and history, there is such a thing as being too late." - Rev. Dr. Martin Luther King, Jr.</p> <p><u>What You Need To Know.</u> For as long as the earth has existed, the sun's rays have provided warmth that gives us seasons, weather patterns, and a predictable climate. Periodically, the earth has warmed or cooled, but the global warming patterns experienced in the last 250 years are the result of human activity directly related to the burning of fossil fuels. Beginning with the industrial revolution in the late 1700's, coal and oil have provided the energy to build the modern economy.</p> <p>However, the side effects of burning fossil fuels have proven to be more harmful than we ever knew, because that process releases chemicals into the air we breathe and into the upper atmosphere. Those chemicals like carbon dioxide act like a blanket over the earth and prevent heat from escaping in a normal way. As the activities and energy consumption of an industrial civilization have increased, trapped heat has risen to the point where entire natural systems are changing.</p> <p>The problems of climate change and global warming are confirmed and well-documented by the scientific community. Reputable scientific organizations that reflect the consensus among leading scientists about this urgent problem include:</p> <ul style="list-style-type: none"><li>• Intergovernmental Panel on Climate Change (IPCC)</li><li>• Union of Concerned Scientists (UCS)</li><li>• National Academies of Science (NAS)</li><li>• Stern Review on the Economics of Climate Change</li><li>• American Geophysical Union (AGU)</li><li>• American Meteorological Society (AMS)</li><li>• Climate Change Research Center (CCRC)</li><li>• American Association for the Advancement of Science (AAAS)</li></ul> <p>Before the industrial revolution, the historic level of carbon dioxide was roughly 275 parts per million. We are currently raising that level at two parts per million annually to the level of approximately 390 parts per million in 2010. Even if we changed our fossil-fuel based economy immediately, the affects of current global warming will continue to heat the planet. In addition, there are feedback loops that may accelerate global warming. For instance, white ice reflects heat whereas darker ocean absorbs heat; as some ice melts, more ocean is exposed and the ice melts faster because the surrounding ocean is warmer.</p> <p>The fact is that our planet and the natural systems that sustain life are changing due to global warming. With hotter weather, we get more evaporation and more moisture into the air. The consequence is that we have more extreme weather events; when it rains, it is more likely to flood. When a hurricane passes over warmer water, it is more likely to strengthen. Normal rainfall patterns are changing around the earth and humans and animals are having to adjust their behavior, their reproductive patterns, where they live, and their sources for food.</p> <p><u>Why Is Global Warming An Issue Of Faith?</u> People of faith are beginning to realize that global warming and climate change are issues of environmental justice. For humans, those who are poor or unable to adjust will be the first to feel the effects of a warming planet; many will lose their homes to rising seas and be unable to grow food for their families. The scientific predictions are that as ice melts on Antarctica and Greenland, sea levels will rise as much as four feet, thus displacing millions of persons who live and work and grow food near the coasts. Low-lying countries such as Bangladesh will lose most of their land mass, islands in the Pacific will disappear, and coastal marshes such as The Everglades in South Florida will be under sea water. For plants and animals, global warming means that many will not adjust in time and will become extinct, thus reducing the diversity and beauty of God's natural creation.</p> <p>Developed countries such as the United States consume a disproportionate amount of the earth's resources and produce a disproportionate amount of carbon. In the U.S., 5% of the world's population consumes 25% of the earth's resources, thus contributing a disproportionate amount to global warming. It is an issue of injustice between those who "have" and those who "have not."</p>			<p><b>UNITED METHODIST CHURCH</b></p> <p><b>Social Principle Statement   The Social Community</b></p> <p>The rights and privileges a society bestows upon or withholds from those who comprise it indicate the relative esteem in which that society holds particular persons and groups of persons.</p> <p>We affirm all persons as equally valuable in the sight of God. We therefore work toward societies in which each person's value is recognized, maintained, and strengthened.</p> <p>We support the basic rights of all persons to equal access to housing, education, communication, employment, medical care, legal redress for grievances, and physical protection. We deplore acts of hate or violence against groups or persons based on race, ethnicity, gender, sexual orientation, religious affiliation, or economic status.</p> <p>Racism is the combination of the power to dominate by one race over other races and a value system that assumes that the dominant race is innately superior to the others. Racism includes both personal and institutional racism. Personal racism is manifested through the individual expressions, attitudes, and/or behaviors that accept the assumptions of a racist value system and that maintain the benefits of this system.</p> <p>Institutional racism is the established social pattern that supports implicitly or explicitly the racist value system. Racism plagues and cripples our growth in Christ, inasmuch as it is antithetical to the gospel itself. White people are unfairly granted privileges and benefits that are denied to persons of color. Racism breeds racial discrimination. We define racial discrimination as the disparate treatment and lack of full access to resources and opportunities in the church and in society based on race or ethnicity. Therefore, we recognize racism as sin and affirm the ultimate and temporal worth of all persons.</p> <p>We rejoice in the gifts that particular ethnic histories and cultures bring to our total life. We commend and encourage the self-awareness of all racial and ethnic groups and oppressed people that leads them to demand their just and equal rights as members of society. We assert the obligation of society and groups within the society to implement compensatory programs that redress long-standing, systemic social deprivation of racial and ethnic people.</p> <p>We further assert the right of members of racial and ethnic groups to equal opportunities in employment and promotion; to education and training of the highest quality; to nondiscrimination in voting, in access to public accommodations, and in housing purchase or rental; to credit, financial loans, venture capital, and insurance policies; and to positions of leadership and power in all elements of our life together. We support affirmative action as one method of addressing the inequalities and discriminatory practices within our Church and society.</p> <p>Urban-suburban living has become a dominant style of life for more and more persons. For many it furnishes economic, educational, social, and cultural opportunities. For others, it has brought alienation, poverty, and depersonalization.</p> <p>We in the Church have an opportunity and responsibility to help shape the future of urban-suburban life. Massive programs of renewal and social planning are needed to bring a greater degree of humanization into urban-suburban lifestyles.</p> <p>Christians must judge all programs, including economic and community development, new towns, and urban renewal, by the extent to which they protect and enhance human values, permit personal and political involvement, and make possible neighborhoods open to persons of all races, ages, and income levels. We affirm the efforts of all developers who place human values at the heart of their planning.</p> <p>We must help shape urban-suburban development so that it provides for the human need to identify with and find meaning in smaller social communities.</p> <p>At the same time, such smaller communities must be encouraged to assume responsibilities for the total urban-suburban community instead of isolating themselves from it.</p> <p><i>The Book of Discipline of The United Methodist Church - 2004</i></p>		





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<p><b>Social Principle Statement   The Natural World</b></p> <p>All creation is the Lord's, and we are responsible for the ways we use and abuse it. Water, air, soil, minerals, energy resources, plants, animal life, and space are to be valued and conserved because they are God's creation and not solely because they are useful to human beings. God has granted us stewardship of creation. We should meet these stewardship duties through acts of loving care and respect. Economic, political, social, and technological developments have increased our human numbers, and lengthened and enriched our lives. However, these developments have led to regional defoliation, dramatic extinction of species, massive human suffering, overpopulation, and misuse and overconsumption of natural and nonrenewable resources, particularly by industrialized societies. This continued course of action jeopardizes the natural heritage that God has entrusted to all generations.</p> <p>Therefore, let us recognize the responsibility of the church and its members to place a high priority on changes in economic, political, social, and technological lifestyles to support a more ecologically equitable and sustainable world leading to a higher quality of life for all of God's creation.</p> <div><p>Affirming the inherent value of nonhuman creation, we support and encourage social policies that are directed toward rational and restrained transformation of parts of the nonhuman world into energy for human usage and that de-emphasize or eliminate energy-producing technologies that endanger the health, the safety, and even the existence of the present and future human and nonhuman creation. Further, we urge wholehearted support of the conservation of energy and responsible development of all energy resources, with special concern for the development of renewable energy sources, that the goodness of the earth may be affirmed.</p><p><i>from The Book of Discipline of The United Methodist Church - 2004. Copyright by The United Methodist Publishing House.</i></p></div>			<div>Comment noted. However, these comments are not related to the I-70 project or the I-70 EIS document.</div>



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Source: Letter	Document Number: 820	Name: Unite North Metro Denver -Thaddeus Tecza and Sullivan Green Seavy LLC																	
<div><div></div><div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</div><div>Please submit comments to the address below</div><div>or via the I-70 East website (www.i-70east.com) by October 31, 2014.</div></div></div> <p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p> <p>Date: 10/31/14 Would you like to be included on the mailing list? <input checked="" type="radio"/> Yes <input type="radio"/> No</p> <p>Name (required): Thaddeus J. Tecza</p> <p>Organization: UniteNorthMetroDenver</p> <p>Address (required):</p> <p>City/State/Zip:</p> <p>Email:</p> <p>Does your comment apply to any of the topics listed below? Please circle/select all that apply:</p> <table><tr><td><input checked="" type="radio"/> Air quality</td><td><input checked="" type="radio"/> Environmental justice</td><td><input type="radio"/> Financing</td><td><input checked="" type="radio"/> Hazardous materials</td><td><input checked="" type="radio"/> Historic</td></tr><tr><td><input checked="" type="radio"/> Managed lanes</td><td><input checked="" type="radio"/> Noise</td><td><input checked="" type="radio"/> Property impacts</td><td><input checked="" type="radio"/> Swansea Elementary</td><td><input type="radio"/> Visual</td></tr><tr><td><input checked="" type="radio"/> Preliminary identified preferred alternative</td><td><input checked="" type="radio"/> Truck traffic</td><td><input checked="" type="radio"/> Other</td><td></td><td></td></tr></table> <p>Please print your comment on the Supplemental Draft EIS legibly below</p> <p>Please see attachment.</p> <p>****Continue on back for more space****</p> <div><div>Please turn in this form in to a project team member or mail/email by October 31, 2014, to: I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</div><div></div></div>				<input checked="" type="radio"/> Air quality	<input checked="" type="radio"/> Environmental justice	<input type="radio"/> Financing	<input checked="" type="radio"/> Hazardous materials	<input checked="" type="radio"/> Historic	<input checked="" type="radio"/> Managed lanes	<input checked="" type="radio"/> Noise	<input checked="" type="radio"/> Property impacts	<input checked="" type="radio"/> Swansea Elementary	<input type="radio"/> Visual	<input checked="" type="radio"/> Preliminary identified preferred alternative	<input checked="" type="radio"/> Truck traffic	<input checked="" type="radio"/> Other			<div>The information in the cover letter is noted. Responses to specific comments are included on the following pages.</div>
<input checked="" type="radio"/> Air quality	<input checked="" type="radio"/> Environmental justice	<input type="radio"/> Financing	<input checked="" type="radio"/> Hazardous materials	<input checked="" type="radio"/> Historic															
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<div><div>SULLIVAN GREEN SEAVY LLC</div><div>Barbara J.B. Green</div><div>October 31, 2014</div><div>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</div><div>Re: I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT (SDEIS)</div><div><p>This letter is being submitted on behalf of our client, UniteNorthMetroDenver, a group of residents in neighborhoods that will be seriously affected by the proposed project. The letter reflects the combined comments of members of the neighborhood groups.</p><div><div>A</div><div><p>To begin with, the SDEIS fails to establish that the Colorado Department of Transportation ("CDOT") has taken the "hard look" NEPA mandates to assess the direct, indirect, and cumulative impacts on the resources that are vital to the well being and economic health of the neighborhoods in the project area. An EIS must consider " any adverse environmental effects." 42 U.S.C. § 4332(2)(C)(iii). This review cannot be superficial--agencies must " take a 'hard look' at the environmental consequences of proposed actions utilizing public comment and the best available scientific information." <i>Colorado Envtl. Coal. v. Dombeck</i>, 185 F.3d 1162, 1171 (10th Cir. 1999); see also <i>Robertson v. Methow Valley Citizens Council</i>, 490 U.S. 332, 350 (1989). The " hard look" standard ensures the " agency did a careful job at fact gathering and otherwise supporting its position." <i>New Mexico ex rel. Richardson v Bureau of Land Mgmt.</i>, 565 F.3d 683, 704 (10th Cir. 2009). Without this hard look and the careful, probing analysis it requires, neither CDOT nor the public can know the full range and magnitude of environmental impacts to be triggered by the proposed I-70-East project, or the means to mitigate those impacts.</p><p>In addition, the failure to consider the reroute alternative makes the SDEIS fatally flawed. The consideration of alternatives is "the heart of the environmental impact statement." 40 C.F.R. § 1502.14. Agencies must "[r]igorously explore and objectively evaluate all reasonable alternatives" to a proposed action. <i>Id.</i> § 1502.14(a). To be a reasonable alternative, it must be non-speculative and bounded by some notion of feasibility. <i>Utahns for Better Transp. v. U.S. Dep't of Transp.</i>, 305 F.3d 1152, 1172 (10<sup>th</sup> Cir. 2002) (citations omitted). The comparison of a full spectrum of alternatives should provide "a clear basis for choice among options by the</p></div></div><div><div>ATTORNEYS &amp; COUNSELORS AT LAW</div><div><div>2036 E. 17<sup>th</sup> Avenue Denver, CO 80206 Phone: 303-322-0366 Fax: 303-316-0377</div><div>3223 Arapahoe Avenue, Suite 300 Boulder, CO 80303 Phone: 303-440-9101 Fax: 303-443-3914</div></div></div></div></div>			<div><div>A</div><div><p>CDOT has developed the I-70 East EIS following all applicable state and federal rules and guidance. The project team has brought design, impact and mitigation information about the project out for public comment, and altered the project based on those comments where reasonable and feasible. The I-270/I-76 Reroute Alternative was eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project’s purpose and need. Elimination of the alternative was reaffirmed after additional analysis during the 2014 Supplemental Draft EIS because it does not meet the project’s purpose to implement a transportation solution that improves safety, access, and mobility and it does not address congestion on I-70. This concern has been adequately addressed in the Final EIS as well. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>The concern about alternatives that remove I-70 East from its current alignment was adequately addressed in the Final EIS. For more information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>The I-70 East EIS has followed an extensive community and agency involvement process since the project began in 2003. The project team has used innovative public outreach techniques along with traditional methods to reach out to the community and stakeholders for their input. Detailed information on community and agency involvement is in Chapter 10, Community Outreach and Agency Involvement of the Final EIS. FHWA will take into account all public comment prior to making a final decision for the Record of Decision (ROD). The concern about CDOT’s public involvement was adequately addressed in the Final EIS. For more information on CDOT’s public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>Regarding mitigation, Chapter 5 of the Supplemental Draft EIS includes a comprehensive discussion of mitigation for each specific resource category. This discussion is not a mere list of possible mitigation measures. Rather, each resource-specific sub-section includes an in-depth discussion of the possible mitigation measures as well as a table at the end of each section summarizing the various alternatives, their impacts, and the applicable mitigation measures. For example, 32 pages of the 68 total pages on Noise; 17 pages of the 36 total pages on Environmental Justice; and 5 of the 16 pages on Biological Resources are dedicated to the discussion of the various mitigation measures.</p></div></div>



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A	<p>decision-maker and the public." 40 C.F.R. § 1502.14; <i>see also</i> 33 C.F.R. pt. 325 app. B ¶ 9.b.(5)(a) (alternatives comparison should allow a "complete and objective evaluation of the public interest and a fully informed decision regarding the permit application). "Without substantive, comparative environmental impact information regarding other possible courses of action, the ability of an EIS to inform agency deliberation and facilitate public involvement [is] greatly degraded." <i>New Mexico ex rel. Richardson</i>, 565 F.3d at 708.</p> <p>The SDEIS ignores the framework for decision-making created by 23 USC 109(h). While NEPA requires consideration of project impacts that FHWA determines are significant or uncertain, Section 109(h) requires consideration of "possible" impacts. While both NEPA and 109(h) require that mitigation sufficient to avoid or minimize adverse impacts be considered, 109(h) requires FHWA to develop estimates of the costs of mitigation strategies and to assess those cost in relation to the adverse impacts of the project to determine if the project is "in the best overall public interest." The SDEIS ignores this requirement to take the public interest into account.</p>		<p><b>B</b> CDOT has provided mitigation for all the reasonably expected impacts from the project. The mitigation proposed, including emissions reduction measures, the new doors, windows, and HVAC system for Swansea Elementary School, and interior storm windows and air conditioning units for residences between 45th and 47th Avenues from Brighton Boulevard to Colorado Boulevard exceeds mitigation provided in other CDOT projects. This concern was adequately addressed in the Final EIS. For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
B	<p>As explained in this letter, the discussion of mitigation of the impacts of I 70 also is inadequate. An EIS must include a discussion of "[m]eans to mitigate adverse environmental impacts . . . ." 40 C.F.R. § 1502.16(h). As the Supreme Court recognized, such a discussion is essential to ensure that agencies take a hard look at the environmental consequences of proposed actions. <i>Robertson v. Methow Valley Citizens Council</i>, 490 U.S. 332, 352 (1989). Furthermore,</p> <p>omission of a reasonably complete discussion of possible mitigation measures would undermine the "action forcing" function of NEPA. <i>Without such a discussion, neither the agency nor other interested groups and individuals can properly evaluate the severity of the adverse effects.</i></p> <p><i>Id.</i> (emphasis added); <i>see also Colorado Environmental Coalition</i>, 185 F.3d at 1173 ("It is not enough to merely list possible mitigation measures.").</p> <p>The following comments illustrate the deficiencies in the SDEIS.</p>		<p><b>C</b> The Final EIS considers all reasonable alternatives that meet the purpose and need for the I-70 East Project. The 2008 Draft EIS, 2014 Supplemental Draft EIS, and Final EIS have all considered the alternative of diverting future traffic to the I-76/I-270 alignment and found that the alternative would not meet the purpose and need. Further, such an approach would be impractical because of its very large cost and diversion of traffic to local streets, introducing new safety problems for the neighborhoods. The alternative would also likely increase regional emissions of greenhouse gases, ozone precursors and other pollutants by increasing the number of miles that must be driven, as well as cause congestion and idling emissions in areas (including the Globeville and Elyria and Swansea neighborhoods) affected by diversion of traffic to local streets. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The comment also suggests that the Supplemental Draft EIS should have considered an alternative with more east-west arterial routes, along with a 46th Avenue boulevard and a rerouting of regional traffic to the I-76/I-270 corridor. As discussed in the 2008 Draft EIS, to provide true east-west connectivity with multiple arterials would be infeasible and unreasonable. Unlike the alternatives in the Supplemental Draft EIS, adding multiple east-west arterial upgrades or extensions would involve multiple additional crossings of the South Platte River, the BNSF railroad and rail yard, I-270, and I-225. It would also require extensive takings of right-of-way to add lanes and/or extend existing streets to the east and west. However, none of these expansions would address the purpose and need for the project of improving mobility, speeds, and congestion for travel in the I-70 corridor. CDOT’s analysis of the rerouting alternative already included an upgraded 46th Avenue.</p> <p>For more information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Potential impacts from the I-70 project, including effects of each alternative on the ability to meet the health-based NAAQS, and on levels of MSATs are discussed in detail in the Section 5.10, Air Quality, of the Final EIS.</p>
C	<p><b>FAILURE TO CONSIDER LEAST ENVIRONMENTALLY DAMAGING PRACTICAL ALTERNATIVE</b></p> <p>COMMENT 1</p> <p>NEPA requires the analyses and comparison of all “reasonable alternatives” to meet the purpose and need for the project. The degree of analysis devoted to each reasonable alternative must be substantially similar to that devoted to the proposed action. A simple, cursory analysis of the I-270/I-76 reroute alternative and declaration that it does not meet the purpose and need for the proposed action falls short of the standard of substantially similar treatment as required by NEPA and defined by the Council on Environmental Quality and their guidance.</p>		



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C	<p>COMMENT 2</p> <p>The SDEIS does not “rigorously explore and objectively evaluate all reasonable alternatives.” Specifically, it dismissed the alternative of removing I-70 from Wadsworth Boulevard to Central Park Boulevard, replacing it with an improved traffic grid and a surface level boulevard, and rerouting through-traffic along the I-270/I-76 corridor without a full elaboration of the alternative and on the bases of defective analysis.</p> <p>The SDEIS simply describes the I-270/I-76 reroute alternative as removing the current I-70, replacing it with a surface level boulevard and rerouting much of the current traffic onto the I-270/I-76 corridor. This deficient and reductionist presentation of the alternative violates Regulation 1502.14’s requirement of objectivity. Many of the analytical deficiencies within the analysis of this alternative stem from this reductionist presentation.</p> <p>In fact, the I-270/I-76 reroute alternative has always included a transition, blending the route from an interstate highway to an urban boulevard east of Colorado Boulevard to allow easy shipping for the distribution plants and other businesses located there. It also has included an improved traffic grid across the city which would (1) distribute surface traffic onto multiple routes and thereby decrease congestion, (2) shorten trips by providing greater north-south connectedness, (3) encourage alternative transportation, and (4) provide routes for the trucks associated with businesses that would not carry them through residential areas. This model was actually formalized, analyzed and placed at the disposal of CDOT by a graduate studio course conducted by Professor Peter Park at the University of Colorado Denver Department of Environmental Design and Planning. It is not offered in the SDEIS as the reroute alternative that was dismissed.</p> <p>This fully described reroute alternative on its face meets the stated purpose of the I-70 East Project: “The purpose of the I-70 EIS project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70 in the project area.”<sup>1</sup> Numerous cites in the United States have implemented interstate highway removals and substitutions of boulevards as is proposed in the reroute alternative. In each case, safety, access and mobility increased and congestion decreased.<sup>2</sup> Safety is especially improved if this concept is seen as encompassing the physical health of the individuals living along the current I-70 corridor. According to a Health Impact Assessment prepared by the Denver Department of Environmental Health, the average age at death in the Globeville, Elyria and Swansea neighborhoods is 3.5 years younger than the citywide average.<sup>3</sup> Moreover, morbidity data for the Council Districts that abut I-70 and I-25 show significantly higher incidences of mortality linked to cardiovascular disease, cancer and emergency treatment for childhood asthma compared to other city neighborhoods. And, “Highway traffic is the main source of air pollution</p>		<p>The information on these pages has been reviewed. Responses to specific comments are included on the previous page.</p>
	<p><sup>1</sup> I-70 East Supplemental Draft EIS, ES-3.</p> <p><sup>2</sup> Congress for a New Urbanism, “Highways to Boulevards: Reclaiming Urbanism Revitalizing Cities,” <a href="http://www.cnu.org/highways">http://www.cnu.org/highways</a>.</p> <p><sup>3</sup> Years of Potential Life Lost Analysis.</p>		

3

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<p>in the communities.”<sup>4</sup></p> <p><b>COMMENT 3</b> Beyond the deficiency in the description of the reroute alternative, the SDEIS gives five reasons for rejecting the reroute proposal:</p> <ul style="list-style-type: none"><li>- Additional traffic on local streets.</li><li>- Out-of-direction travel.</li><li>- Alternative highway route.</li><li>- Public input.</li><li>- Additional cost.</li></ul> <p>None of these has been subjected to any meaningful study, and the rationale for rejecting them is flawed. For example:</p> <p>a. <i>Additional traffic:</i> Under this section the report states that under the reroute scenario, “the average daily traffic for both scenarios (four-lane and six-lane 46th/48th Avenue), ranges from 30,000 to 60,000 (as four lane) and from 40,000 to 75,000 vehicles a day (as six lanes) in 2035, resulting in congested conditions.”<sup>5</sup> However, these numbers fail to reflect even a cursory investigation of the numerous instances in which elevated freeways have actually been converted into surface level boulevards.<sup>6</sup> In each of these cases, predicted increased traffic counts, increased accidents, and congestion such as that predicted in the SDEIS for the proposed boulevard have failed to materialize upon completion of the project. Hence, there is no reasonable basis to presume that they would do so in this instance.</p> <p>b. <i>Out-of-direction travel:</i> The I-70 East EIS Alternative Analysis Technical report states, “60 percent of the traffic heading west on I-70 continues past I-25, staying on I-70. The reroute alternative adds two miles of out-of-direction travel for these vehicles. Twenty five to thirty percent of the traffic heading west of I-70 exits southbound to I-25. The alternative adds four miles of out-of-direction travel for these vehicles.”<sup>7,8</sup> Clearly this analysis overlooks the fact that a large</p> <p><sup>4</sup> Denver Environmental Health, “How Neighborhood Planning Affects Health in Globeville and Elyria Swansea: Executive Summary”: September 2014.</p> <p><sup>5</sup> I-70 East Environmental Impact Statement alternative Analysis Technical Report, p. 16.</p> <p><sup>6</sup> See, for example, Congress for a New Urbanism, “Highways to Boulevards: Reclaiming Urbanism Revitalizing Cities”, <a href="http://www.cnu.org/highways">http://www.cnu.org/highways</a>; Also, Robert Cervero, Junhee Kang, and Kevin Shively, “From Elevated Freeways to Surface Boulevards: Neighborhood, Traffic and Housing Price Impacts”, Working Paper developed for the University of California Transportation Center: Department of City and Regional Planning, University of California Berkeley, December, 2007; Macdonald, Elizabeth, “Building A Boulevard.”</p> <p><sup>7</sup> P.17.</p> <p><sup>8</sup> Indicative of the shoddy nature of the analysis, there is no diagram presented on the right.</p>			<p><b>D</b> CFR 1502.14(a) requires an EIS to “Rigorously explore and objectively evaluate all reasonable alternative, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated.” The Final EIS considers all reasonable alternatives that meet the purpose and need for the I-70 East Project. The 2008 Draft EIS, 2014 Supplemental Draft EIS and Final EIS have all considered the alternative of diverting future traffic to the I-76/I-270 alignment and found that the alternative would not meet the purpose and need; see the Appendix to Attachment C Alternatives Analysis Technical Report Addendum. CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. CDOT’s cost estimate for the I-270/I-76 Reroute Alternative was verified by Denver staff in March 2013. A detailed evaluation of the alternative is not required. For more information on alternatives that remove I-70 East from its current alignment, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>In addition, CDOT is aware of instances in which elevated freeways have been converted into surface level boulevards. However, the fact that this has occurred successfully in some instances does not undermine the analysis specific to the reroute alternative for I-70. Many of the examples highlighted on the CNU website are inappropriate here. Boston’s “Big Dig” project actually replaced the existing six-lane highway with an eight-ten lane underground expressway beneath a new road, ultimately leading to 14-lanes of traffic. Chattanooga involved the conversion of a highway that was so underused that the value was no longer worth the maintenance. In addition, San Francisco removed the Central Freeway and the Embarcadero Freeway due to the 1989 earthquake. The Central Freeway was only a spur and the Embarcadero Freeway was never even completed. Furthermore, Octavia Boulevard now presents significant safety concerns.</p> <p>For information on CDOT’s public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

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<div>D</div> <p>percentage of the drivers who wish to exit to the south will continue to use the new boulevard that is created along the current I-70 route. Indeed, one of the primary benefits of the reroute alternative is that it would provide a new “grand boulevard” entrance to the downtown area through a connection to Brighton Boulevard. This is intended to relieve some of the current congestion at the Mousetrap and on I-25 created by the use of I-70 and I-25 as the entrance to the city from the east, and the fact that there is only one southbound lane exiting I-70 onto I-25. Backups caused by this single exit are one of the primary reasons for current congestion on I-70, and the I-70 East preferred alternative does nothing to deal with this problem. More telling is the fact that there are no average daily traffic numbers presented for traffic on I-270 under the reroute scenario. As a result, it is impossible to determine whether the analysis double counts cars as both contributing to the supposed increased traffic on 46th/48th Avenue and as contributing to the increased trips on I-270.</p> <p>c. <i>Alternative highway route:</i> The technical report states, “[w]ith the reroute, the redundancy of the highway network, which is important for emergency response in the area, is limited. If I-70 was rerouted to combine with I-270, there would be no alternative highway connecting Denver neighborhoods to the rest of the region.”<sup>9</sup> Tellingly, “redundant” means “exceeding what is necessary or normal: superfluous”.<sup>10</sup> Further, the analysis is deficient because it fails to note that while there would not be a second highway network connecting Denver neighborhoods to the rest of the region, there would be an alternative boulevard connecting them. There is no evidence presented that a highway offers a better connection or emergency route than a boulevard.</p> <p>d. <i>Public input:</i> The technical report states, “[t]he PACT process was initiated after the publication of the Draft EIS in 2008 to identify the preferred alternative for the project. Based on additional analysis and community input, the group reached a consensus to keep I-70 at its current location.”<sup>11</sup> However, as the report also notes, “[t]he I-270/I-76 reroute . . . was eliminated from consideration early in the project alternative analysis process, as documented in the 2008 Draft EIS.”<sup>12</sup> As a result, this reroute proposal was never presented to the PACT.</p> <p>The report goes on to state, “CDOT continues to receive statements from Commerce City, the North Area Transportation Alliance, and Colorado Motor Carriers Association restating their opposition to rerouting I-70 from its current location . . . [B]ased on the input received to date, support for the I-270/I-76</p> <div><p>The information on these pages has been reviewed. Responses to specific comments are included on the previous page.</p></div> <div><p><sup>9</sup> P.17. <sup>10</sup> Merriam Webster Dictionary online. <sup>11</sup> P.17. <sup>12</sup> P.14.</p></div>			<div>D</div> <p>reroute primarily comes from neighborhoods outside of the impacted area.”<sup>13</sup> But, no evidence is offered to substantiate the assertion as to the source of the support for the reroute alternative. Further, to the degree that widening I-70 will increase traffic on the route, 60 percent of the traffic heading west on I-70 continues past I-25, and neighborhoods in Denver west of I-25 but outside of the formally designated project area will be affected by the project <sup>14</sup>. More telling of the failure of CDOT to meet the NEPA requirement of “objectivity” is the fact that while almost all of Commerce City and Adams County are outside the project area, and almost the entire membership of the North Area Transportation Alliance is outside the project area, their opinions of the project are seen as highly influential, while the views of residents of Denver directly across I-25 from the project are discounted.</p> <p>e. <i>Additional cost:</i> Nowhere is the lack of objectivity of CDOT in the consideration of the I-270/I-76 reroute alternative more apparent than in its estimation of the cost of such a reroute. The SDEIS states:</p> <p>This alternative requires more than 12 miles of major highway widening (5.5 miles of which are west of I-25) along I-270 and I-76 to accommodate the relocated traffic and is estimated to cost approximately \$4 billion. This would increase the project construction cost to twice as much as the alternatives on the current alignment, removing the chances of near-term funding for the project. This estimate was prepared by the project team and verified by City and County of Denver staff for accuracy.<sup>15</sup></p> <p>However, no support for the \$4 billion dollar assessment is provided in the document. Indeed, the only document which CDOT has offered in support of this figure is the one page, “I-270/I-76 Reroute/Bypass Alternative Draft Cost Estimate” that is replete with mathematical errors, e.g., 30 percent of \$2.7 billion is computed as \$680 million rather than \$810 million, and 35 percent of \$2.7 billion is computed as \$800 million rather than \$945 million. Also indicative of the bias toward inflating the relative cost of the reroute as opposed to the CDOT preferred alternative is the fact that much of the projected reroute alternative cost (approximately \$1.5 billion) is derived from a 30 percent construction contingency, a 15 percent design cost and a 20 percent construction oversight inclusion, however; these costs are either not included within the cost of the preferred alternative or, as in the case of design costs,</p> <div><p><sup>13</sup> P.18. <sup>14</sup> SDEIS Exhibit 2-1. Project Area. <sup>15</sup> Alternatives Report Technical Analysis: Attachment C 4.1.1.</p></div> <div><p>6</p></div>		



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D	<p>assumed to constitute a lower percentage as a result of a Public Private Partnership agreement.<sup>16</sup> Further, the reroute alternative costs are calculated as including costs for interchanges that are subsumed in the already inflated \$8.8 million per lane mile figure adopted for widening urban highways,<sup>17</sup> and the document includes right-of-way acquisition costs for land that CDOT currently owns.</p> <p>Most indicative of CDOT’s determination to discredit the I-270/I-76 reroute alternative is its unwillingness to deduct from its construction costs the money that will be spent on I-270 repair and widening regardless of which I-70 East Project is adopted. CDOT currently plans to widen I-270 from four lanes to six lanes between I-76 and I-70 by 2025 even if the I-70 East Project expands the current I-70 corridor.<sup>18</sup> Clearly, adopting the I-270/I-76 reroute alternative would save the cost of this double expenditure and objective comparison of the two projects would require deducting it from the reroute alternative cost. CDOT has refused to do so.</p>		
	<p>COMMENT 4</p> <p><i>Estimated Reroute Cost:</i> CDOT's conclusion that "50% of the existing I-70 traffic will divert to the reroute alternative" means that three of the existing six through-lanes in both directions, or one-and-a-half in each direction, will be needed for the diverted traffic. Adding another half-lane in each direction to fix the half-lane problem, as well as provide a small cushion, means that the reroute alternative needs to be built 12 lanes wide, i.e., 8 through lanes plus 4 shoulders. This would mean 12.8 miles x 12 lanes = 154 lane-miles x \$3.8 million = \$585 million. This is the number must be looked at very carefully.</p> <p>Regarding the trench alternative cost estimate, we assume that the same initial contingencies and allowances were used, but as any design progresses and more becomes revealed about the specific engineering requirements, the contingency percentage will fall proportionate to the number of unknowns. The design and CO allowances are used up over the course of the design and construction, respectively. Theoretically, all three percentages will fall to zero by project end.</p>		
E	<p><sup>16</sup> Colorado High Performance Transportation Enterprise, “I-70 East Corridor Project: Value for Money report: December 2013.”</p> <p><sup>17</sup> For a more accurate estimation of the cost of widening urban highways see, <a href="http://www.railstotrails.org/resources/documents/whatwedo/policy/07-29-2008%20Generic%20Response%20to%20Cost%20per%20Lane%20Mile%20for%20widening%20and%20new%20construction.pdf">http://www.railstotrails.org/resources/documents/whatwedo/policy/07-29-2008%20Generic%20Response%20to%20Cost%20per%20Lane%20Mile%20for%20widening%20and%20new%20construction.pdf</a>, and <a href="http://capitolfax.com/summary.pdf">http://capitolfax.com/summary.pdf</a>. Also note that the cost of highway construction has remained stable since 2008, HPTE, “Value for Money Report: 2013”, p. 12.</p> <p><sup>18</sup> Colorado Department of Transportation. "2025 Interim Regional Transportation Plan" (PDF). Retrieved January 31, 2011., Leib, Jeffrey (December 18, 2008). "<a href="#">Construction Projects to Hit Metro-Area Roads</a>". <i>The Denver Post</i>. Retrieved February 1, 2011.</p>		
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Comments			Responses to Comments
Source: Letter	Document Number: 820	Name: Unite North Metro Denver -Thaddeus Tecza and Sullivan Green Seavy LLC	
F	<p>COMMENT 5 The number of lanes estimated for the reroute alternative is contrary to Transportation Research Board guidelines. (See additional discussion under Comment 6)</p> <p>COMMENT 6 <i>Estimate of Lanes for Reroute Alternative:</i> Exaggerating the number of lanes that the reroute alternative will need is just another attempt to make the reroute alternative less attractive than the trench alternative. No existing or planned freeway in Colorado today has 12 continuous through lanes of highway, and very few cities in the US, if any, have that many continuous miles of interstate highway built that wide. Following are facts based on research by the Transportation Research Board:</p> <ul style="list-style-type: none"><li>a. The one-hour "base" (i.e., comfortable, Level of Service C, etc.) capacity of one lane of urban freeway is 1,500 vehicles per hour per direction. This can vary a little bit due to percent of trucks, grades, curves, etc., but everyone likes and uses 1,500 for freeway planning purposes. Previously the base capacity was 2,000 vehicles per hour per direction, so 1,500 is considered conservative.</li><li>b. Peak one-hour traffic is almost always 10% of 24-hour weekday traffic, or ADT. This also can vary a little bit, but everyone likes and uses 10% for freeway planning purposes.</li><li>c. The maximum ADT forecast for I-270 and I-76 among all the reroute scenarios CDOT produced is 140,000 and 125,000 vehicles per day in two directions, respectively, or 70,000 and 62,500 vehicles in one direction, or 7,000 and 6,250 vehicles in one direction in the peak hour, respectively.</li></ul> <p>Using the generous capacity of 1,500 vehicles per hour per direction, 4.6 lanes per direction would be needed for I-270 and 4.1 lanes per direction for I-76. It doesn't matter if some of these lanes are managed, tolled, HOV and/or truck lanes. The math is always about the same.</p>		<p><b>F</b> CFR 1502.14(a) requires an EIS to “Rigorously explore and objectively evaluate all reasonable alternative, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated.” The I-270/I-76 Reroute Alternative was determined to not be reasonable. A detailed evaluation of the alternative is not required.</p> <p>This concern was adequately addressed in the Final EIS. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
	<p><b>G</b> COMMENT 7 Any rehabilitation of I-70 should be kept within the current highway footprint. We believe this is feasible through modification of the “partial cover” proposal, using solutions designed to reduce current traffic through the environmental justice neighborhoods of Elyria and Swansea. Reducing traffic through these neighborhoods on I-70 can be accomplished by:</p> <ul style="list-style-type: none"><li>a. Developing a multi-facility comprehensive solution that includes improving local streets, to shift the very large percentage of local traffic currently using I-70 to local streets. (See Comment 72 for a listing of requested local street improvements.) Outcome: removes local traffic currently using I-70.</li><li>b. Integrating improvements to non-SOV modes of travel in the northeast metro Denver area into the solution – again, moving trips away from driving alone to</li></ul>		<p><b>G</b> It is not possible to rehabilitate I-70 within the current right-of-way. Analysis for the No-Action Alternative shows the impacts for reconstructing only the viaduct. Every effort has been made to reduce the footprint of the highway, while providing for the local and statewide transportation needs of the traveling public. Further, the East Corridor Commuter rail line that serves the same corridor is scheduled to open in 2016, and ridership on this line was included in traffic modeling used to determine what improvements are needed on I-70. Additionally, many of the businesses in Globeville, Elyria and Swansea depend on truck traffic to conduct their business.</p> <p>I-70 needs the addition of lanes and, therefore, width, with expected future growth projected in DRCOG’s regional traffic model. For more information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For more information on traffic forecasting and modeling, please see TRANS5, TRANS6, and TRANS7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The Reroute Alternative does not meet the purpose and need of the project. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on restricting truck traffic along I-70, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

Comments			Responses to Comments
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G		transit, ride-sharing, and other programs. Outcome: more balanced mode-split with fewer SOVs.	H Rerouting I-70 while leaving 46th Avenue at its current location encourages highway users to use 46th Avenue to reach their destinations rather than staying on I-70. Because of this, there will be a substantial increase in traffic volumes on 46th Avenue, which introduces safety, access, and mobility issues in the surrounding neighborhoods and also creates a barrier for bicyclists and pedestrians moving through the community. The reroute could also have impacts to Sand Creek, the Sand Creek Greenway, and communities and residents in Commerce City and Adams County that live near I-270 and I-76. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
	c.	Developing a tandem solution that addresses how I-70 and I-270/I-76 function together and how to manage traffic using I-70 as well as I-270/I-76 to lower the overall vehicle travel through Elyria and Swansea. Outcome: trips shifted off of I-70 and better utilization of the twin facilities I-270/I-76.	
		Advancing a “both-and” conversation on how I-70 and I-270/I-76 can better work together as tandem facilities in the future. It is unfortunate that the “messaging” in the public debate on the future I-70 remained simplistic and reduced to an “either-or” argument, pitting I-70 against I-270.	
	d.	Routing truck traffic on the I-270/I-76 inner-belt which passes through non-residential communities. Outcome: fewer trucks on I-70. CDOT’s leadership has frequently said that such a solution would require an “act of Congress.” We request that CDOT initiate the process to garner congressional approval.	
	e.	Applying deviations and variance from AASHTO standards to reduce the footprint of I-70 through Elyria and Swansea. CDOT’s leadership has stated it is a “high bar” to pursue deviances and variations, yet CDOT also has indicated there are countless situations where such deviances and variations have been used in urban regions all across the country. The neighborhoods therefore request that CDOT immediately initiate the necessary processes to incorporate deviations and variances into the project to achieve context-sensitive design, also advanced by FHWA, in these environmental justice neighborhoods.	
	Implementing this integrated series of improvements results in less traffic on I-70 in the future. Along with other state-of-the-art tools and programs, the need for additional lanes on I-70 through the environmental justice neighborhoods of Elyria and Swansea can be eliminated.		
	The neighborhoods request that CDOT provide an alternative designed to significantly reduce traffic using I-70 and model runs that help to identify which strategic components are needed to reduce overall travel on I-70. With this information, CDOT can develop a solution for the alignment along I-70 that remains within the current right-of-way (118’) and results in less traffic traveling through the environmental justice neighborhoods of Elyria and Swansea.		
H	COMMENT 8		
	The reroute alternative does not result in additional environmental, physical, social or economic impacts in the environmental justice neighborhoods, and intentionally invests in repairing past damage in tangible and measurable ways. CDOT should fully analyze the reroute alternative.		

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Comments			Responses to Comments
Source: Letter	Document Number: 820	Name: Unite North Metro Denver -Thaddeus Tecza and Sullivan Green Seavy LLC	
I	<p>COMMENT 9</p> <p>The SDEIS does not analyze the mitigating effect on air pollution impacts of re-routing interstate heavy truck traffic onto I-270/I-76.</p>		<p>I The I-270/I-76 Reroute Alternative was determined to not be reasonable. A detailed evaluation of the alternative is not required. However, the alternative would likely increase regional emissions of greenhouse gases, ozone precursors and other pollutants by increasing the number of miles that must be driven, as well as cause congestion and idling emissions in areas (including the Globeville and Elyria and Swansea neighborhoods) affected by diversion of traffic to local streets.</p>
J	<p>COMMENT 10</p> <p>Although Swansea Elementary School could be moved, either permanently or for the duration of construction of the preferred alternative, the SDEIS does not analyze this option, which is the only option that would provide truly significant mitigation of the air pollution impacts of expanded I-70 on the school.</p>		<p>J The majority of the residents of the Elyria and Swansea neighborhood that CDOT has heard from are in favor of the school staying at its current location with the Preferred Alternative, rather than moving it to a new location. DPS also supports the school remaining in its existing location and believes the impacts to Swansea Elementary School will be alleviated by the proposed mitigation measures. For more information on relocating Swansea Elementary School, please see PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
K	<p>PUBLIC INTEREST</p> <p>COMMENT 11</p> <p>The same travel need can be met at less cost by re-routing the interstate through traffic onto I-76 and I-270. It is in the public interest to choose a lower cost alternative to provide the same mobility. Highway administration regulations require that a project further the public interest.</p>		<p>K CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required, and showed the Reroute Alternative could be double the cost of the proposed improvements. CDOT’s cost estimate for the I-270/I-76 Reroute Alternative was verified by Denver staff in March 2013. This concern was adequately addressed in the Final EIS. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
L	<p>TRAFFIC</p> <p>COMMENT 12</p> <p>The SDEIS does not account for the phenomenon of induced traffic demand. Induced traffic demand “... is the phenomenon that after supply increases, more of a good is consumed.”<sup>19</sup> In other words, lanes added to a thoroughfare will encourage additional traffic that would normally not have to be there. This phenomena was first observed in the 1930s by Robert Moses and is documented in “The Powerbroker”.<sup>20</sup> Induced traffic exists on most major thoroughfares. That is to say, there is a percentage of traffic that appears for convenience and may exist in the range of 10 to 30%.<sup>21</sup> A general review of the methodology involved in determining future traffic volumes on I-70 from DRCOG and CDOT do not seem to include the phenomena of induced traffic. This may have the effect of reducing at least 10% of those projections.</p>		<p>L Federal requirements require NEPA studies to use the current adopted regional travel demand model for analysis purposes. The DRCOG regional traffic demand model considers the effects of additional highway capacity in its modeling and assignment of traffic to roadways, and accounts for additional traffic demand on an improved I-70. For information on traffic models used for this project, please see TRANS6 and TRANS7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
M	<p>COMMENT 13</p> <p>The SDEIS should take into account the interesting reduction of vehicle miles traveled since 2005 for all national roads as shown on the following exhibit;<sup>22</sup></p>		<p><i>Responses continue on the following page.</i></p>

<sup>19</sup> Wikipedia, [http://en.wikipedia.org/wiki/Induced\\_demand](http://en.wikipedia.org/wiki/Induced_demand), [10/2014].  
<sup>20</sup> Caro, Robert, “The Powerbroker”, Alfred A. Knopf.  
<sup>21</sup> For example, see the effects from construction on Interstate 10 in Albuquerque, New Mexico. Up to 29% of the traffic was removed and didn’t appear on any of the adjoining arterials proximate to the project.  
<sup>22</sup> Wikimedia, [2014].

Comments

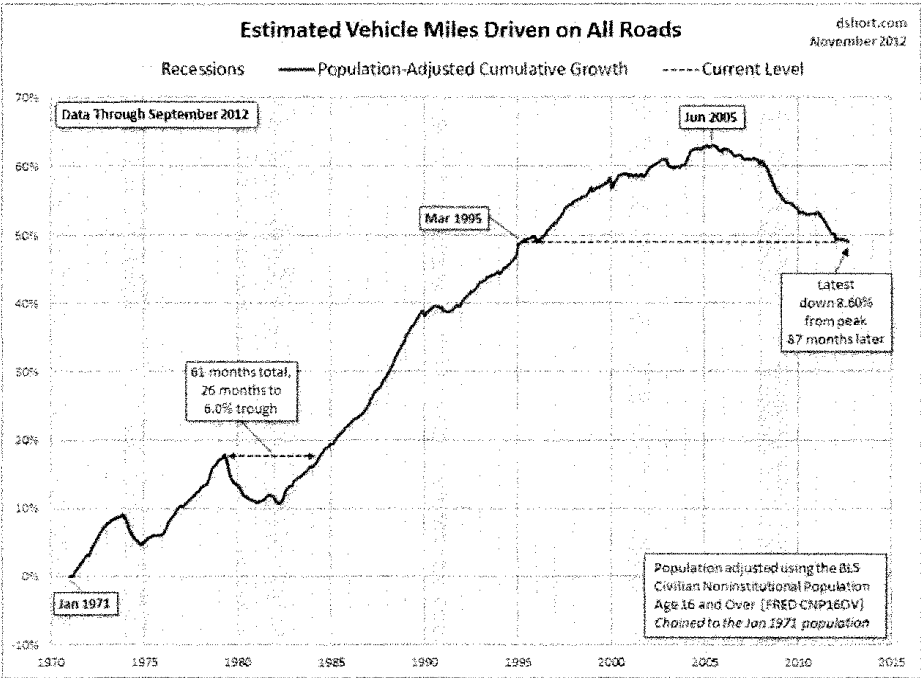
Responses to Comments

Source: Letter

Document Number: 820

Name: Unite North Metro Denver -Thaddeus Tecza and Sullivan Green Seavy LLC

M



VMT is the average annual daily traffic times the number of miles traveled. There has been an 8% drop in VMT since 2005. How does this compare to a portion of I-70 west of Colorado Boulevard? Between Colorado Boulevard and Steele Street we find the following;

	Location	AADT	Year
DRCOG	I-70 E/Steele St	126,022	2010 <sup>23</sup>
CDOT	Sta 103073	117,000	2013 <sup>24</sup>

There is a 7.16% decrease in three years. This is a far greater reduction than what appears nationally. In a cursory review of traffic data provided by CDOT and DRCOG, it doesn't appear that this significant reduction has been applied to future projections.

DRCOG has projected vehicle miles traveled per person living in Denver for the year 2035 to be only slightly less than that measured in 2010 (15.6 to 15.4). This is a 1.3% reduction in a 25 year period. Of the 42 municipalities studied, the average reduction in VMT was about 3.1%. This appears to be a significant oversight given current analytical data. The projections should be

<sup>23</sup> From <http://gis.drcog.org/trafficcounts/#> [Oct, 2014].  
<sup>24</sup> From <http://dtdapps.coloradodot.info/otis/TrafficData#ui/1/0/2/criteria/070A/276.27/276.453/false/false/> [Oct, 2014].

**M** CDOT is aware that a recent study by PIRG has found that vehicle miles traveled (VMT) is trending downwards. However, population and job growth in the Denver metro area is expected to outweigh this decrease. Also, while the comment notes VMT trends as of 2013, more recent national VMT data from the FHWA show that VMT has resumed growing and has reached pre-recession levels ([https://www.fhwa.dot.gov/policyinformation/travel\\_monitoring/15septvt/](https://www.fhwa.dot.gov/policyinformation/travel_monitoring/15septvt/)). In addition, the DRCOG traffic demand modeling already includes origin and destination of travel as the core of its travel analysis, based on existing and predicted future land uses. The regional travel demand model used by DRCOG captures both these trends. The travel patterns of individuals are captured through surveys of local drivers. The growth projections are captured through the development projections of the local cities and counties in the metro area. CDOT is primarily responding to Denver's desire for economic growth and development along the I-70 East corridor. For example, proposals for the future of the National Western Stock Show, the Colorado State University campus, Stapleton and DIA and Aerotropolis all point to continued traffic growth. Federal requirements require NEPA studies to use the current adopted regional travel demand model for analysis purposes.

For information on future driving trends, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The concerns regarding traffic models have been adequately addressed in the Final EIS. For information on traffic forecasting and traffic models used for this project, please see TRANS5, TRANS6, and TRANS7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments			Responses to Comments	
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M	reevaluated based on these observations. From an earlier document provided by CDOT, we find the following:			
	If I-70 was removed from its current location, a six-lane arterial would have to be constructed in its place to handle the area’s volume of east-west traffic. A reroute of I-70 would cause significant increases in traffic on the local streets in the Elyria, Swansea, Globeville, and Park Hill neighborhoods - potentially exceeding 50,000 vehicles per day - which compares to current traffic volume along Colorado Boulevard or Santa Fe Drive. <sup>25</sup>			
	This was written in respect to the elimination of a portion of I-70 and replaced by a six-lane thoroughfare. It is also assumed that I-70 is rerouted to the north. In dealing with mixed-use neighborhoods that include retail, commercial, housing and recreational uses, we often find lower levels of service. This is not only quite tolerable in these areas, but actually necessary for retail and commercial health. The Level of Service, as a measure of traffic performance, is conventionally limited LOS C or possibly D. In a mixed-use environment we often require LOS D or E. By allowing a relatively low LOS we may find any increase in traffic capacity. It is assumed from the above quotation that approximately 100,000 vehicles per day must be accommodated within this neighborhood. This is not necessarily true. In a general review of the literature for this project we didn’t find an origin/destination analysis to justify these numbers. We feel that a more robust analytical approach could reveal interesting results and potentially show a wider distribution of the traffic in this portion of Denver. This is not detailed as an option in the SDEIS.			
N	COMMENT 14 In section 4.3.1 of the SDEIS, it is stated “[b]y relieving congestion and correcting identified deficiencies, the anticipated crash rates along I-70 decrease with the Build Alternatives. The safety evaluation included analysis of the interchanges.” By increasing the width of I-70 from 6 to 10 lanes, average speeds will most likely increase. There may be a reduction in accidents, but because of the increased speed there may be an increase in the severity of accidents. The quoted section does not identify whether congestion relief or corrected deficiencies will individually have a greater effect. If the identified deficiencies have a significant impact on reducing crash rates then perhaps that should be the focus rather than the addition of four lanes.			
	COMMENT 15 Section 4.3.2 deals with the changes predicted to the horizon year 2035. Referring back to the discussion of induced traffic and VMT reductions, the validity of the future I-70 volumes discussed in this section is questionable. Clearly there are a number of variables associated with these traffic reductions. They include travel behavior by millennial’s (less car ownership and greater use of transit), cost of fuel and the health of the economy. None of these variables			
O	<sup>25</sup> CDOT, I-70 East EIS, “Perceptions and Realities”, PDF, Date unknown.			

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N	The majority of accidents reported on I-70 were rear-end or side-swipe collisions, indicating that congestion and inadequate lanes are the primary reason for needed safety improvements on I-70. See the Safety Evaluation Addendum in Attachment E to the Final EIS. Correcting identified deficiencies alone would not have a significant impact on reducing crash rates. It is the combination of adding lanes and correcting identified deficiencies that anticipated crash rates along I-70 would decrease with the Build Alternatives.
O	CDOT is aware that a recent study by PIRG has found that vehicle miles traveled (VMT) is trending downwards. However, population and job growth in the Denver metro area is expected to outweigh this decrease. The regional travel demand model used by DRCOG captures both these trends. The travel patterns of individuals are captured through surveys of local drivers. The growth projections are captured through the development projections of the local cities and counties in the metro area. Federal requirements require NEPA studies to use the current adopted regional travel demand model for analysis purposes.
	Although advancement in technology such as connected or automated vehicles is at the forefront of research, the impact on future traffic volumes is unknown at this time. Whether this type of technology will result in fewer trips or lower miles driven or will result in increases in the same parameters is being debated by industry experts. A large unknown is how long it will take to get a large enough market penetration of the new technology, much of which will depend on the economic feasibility and affordability, in order to have a significant enough impact on traffic volumes or miles driven.
	The concerns regarding future traffic have been adequately addressed in the Final EIS. For information on traffic modeling for this project, please see TRANS6 and TRANS7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
	the For information on future driving trends, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.



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O	appear to have been included particularly as these trends have appeared after the development of the original EIS. It would be prudent to reevaluate traffic projections numbers to come up with a more realistic analysis for the year 2035.			
	<p>COMMENT 16</p> <p>The SDEIS should take into account that peak oil and carbon resources are beginning a significant decline. By the year 2035 or 2040 we will have lost approximately 50% of oil resources. This will necessitate significant increases in fuel costs and further reductions in ADT and VMT. Technological advancements that may be achieved before that time may do nothing but significantly increase capacity. For example the smaller, automatically operated automobiles could increase capacity up to 300% according to Google and other developers. These prototypes have been showing some success in the recent year or so and are continuing in development.</p>			
	FAILURE TO ADEQUATELY ASSESS CUMULATIVE IMPACTS			
P	<p>COMMENT 17</p> <p>Construction of the preferred alternative for major widening/expansion of I-70 East will make it much more likely that I-70 west of the Mousetrap will also be widened in the medium term, and the inclusion of “managed lanes” as an essential element of the preferred alternative will obviously create pressure for similarly assured travel speeds (managed lanes) west of the Mousetrap. A future widening of I-70 West is a “reasonably foreseeable future project” and therefore required to be reviewed under NEPA.</p>			
	<p>a. I-70 West is UPWIND from I-70 East. Additional air pollution from increased traffic west of the Mousetrap will affect residents of the Globeville, Swansea and Elyria neighborhoods, as well as others. This will be part of the total effect on those residents and their environment caused by existing I-70 and expanded I-70.</p> <p>b. An I-70 West expansion will affect some additional neighborhoods, including some primarily minority and poor areas. This will then be part of the total environmental justice impact of the highway.</p>			
Q	<p>COMMENT 18</p> <p>There is a colossal conflict with the CDOT preferred proposal in that the managed lane component, as presented, requires the removal of major portions of the Elyria neighborhood, as well as Swansea. The highway footprint would go from 118’ to 315.’</p>			
R	<p>COMMENT 19</p> <p>The neighborhoods are not adverse to new solutions for improving mobility or financing transportation investments, however, managed lanes are entirely inappropriate for any roadway passing through Elyria and Swansea neighborhoods. The restricted access to the lanes by those who are able to pay or otherwise willing to pay, clearly results in social injustice concerns for the scheme, especially when factored into limited access to the managed lanes</p>			
<p><b>P</b> Widening I-70 west of I-25 is not included in any current long-term planning documents through the year 2040. For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The air quality in the project area was adequately addressed for local and regional impacts. As reported in the Final EIS Section 5.10, Air Quality, and Attachment J Air Quality Technical Report, total emissions of mobile source pollutants have been modeled and they are predicted to decline in the corridor considerably between 2010 and 2035 for all alternatives, even accounting for increases in VMT. For information on air quality in the project area, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>Q</b> The Managed Lanes and General-Purpose Lanes Options for the Build Alternatives both have the same width for the analysis of property impacts in Elyria and Swansea. For information on right-of-way impacts with the Managed Lanes Option, please see PROP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>R</b> Per FHWA’s Environmental Justice Emerging Trends and Best Practices Guidebook (2011), consideration of equity issues—such as who bears the burden of the road pricing charges, who benefits from the improved road, and how the toll revenues are used—is critical in calculating the road pricing to ensure low-income and minority populations are considered.</p> <p>While the pricing on managed lanes will help provide a reliable and delay-free transportation option, it will be implemented with thorough consideration of equity impacts. Low-income populations in the study area have the same opportunity to use the managed lanes as the rest of the population.</p> <p>In addition, the Partial Cover Lowered Alternative will provide benefits to pedestrian and bicycle mobility and safety through the addition of safe and attractive routes over the cover, on new and widened sidewalks and better north-south connections across I-70. This will provide improved mobility for all residents of the area. In addition, the rail lines through the project area will be opening during 2016, separate from the project, but benefiting the community.</p>				
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R	from the adjacent environmental justice neighborhoods. For residents of environmental justice communities, managed lanes also introduce additional financial burdens for low-income individuals who find themselves using managed lanes.		
S	<p>COMMENT 20</p> <p>The SDEIS states repeatedly that improvements in “mobility” will balance out any acknowledged increase in the cumulative air quality effects of I-70 and its proposed expansion. But a sizeable percentage of the Globeville, Elyria and Swansea residents do not own cars or drive. Does this mean that mobility improvement (for a driver on I-70) can somehow be averaged with a worsened case of asthma for a child in Elyria or Swansea? For example, “improvements in mobility” is partly attributed to the addition of “managed lanes” that aim to provide “reliable travel times.” The Globeville, Elyria and Swansea residents are disproportionately likely to be poor, or to have quite limited financial resources. Thus, Globville, Elyria and Swansea residents will be less likely to make use of the managed lanes. For these residents, the cumulative effects of the I-70 expansion will not average out or be mitigated by the putative improved mobility.</p>		<p><b>S</b> The DEH study identifies a greater incidence of asthma in the Globeville and Swansea and Elyria neighborhoods, along with a number of possible causes, including air pollution from traffic, stationary sources, rail, and other sources. As discussed elsewhere, air emissions associated with I-70 will decline between now and 2035 under all alternatives and the differences in the emissions of air pollutants among the alternatives are minor. See also response to comment R for access to managed lanes. This concern was adequately addressed in the Final EIS. For information on air quality with the Preferred Alternative, please see AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>In addition, the Partial Cover Lowered alternative will provide benefits to pedestrian and bicycle mobility and safety through the addition of safe and attractive routes over the cover, on new and widened sidewalks and better north-south connections across I-70. This will provide improved mobility for all residents of the area. In addition, the rail lines through the project area will be opening during 2016, separate from the project, but benefiting the community.</p>
T	<p>COMMENT 21</p> <p>The neighborhoods request that CDOT initiate a conversation in the state for developing new ways of paying for infrastructure that are fair and equitable for all who use state facilities, with attention to those with lesser means.</p>		<p><b>T</b> The project team continues to use an extensive public involvement approach to communicate important project updates and allow the public to provide input on the EIS, cover amenities, tolling, and the alternatives under analysis in the EIS.</p>
U	<p>COMMENT 22</p> <p>The neighborhood request that CDOT not move forward with any alternative that introduces managed lanes in the environmental justice neighborhoods of Elyria and Swansea. Any 4-lane managed lane component should be restricted to the area between DIA and the I-270 interchange near Quebec.</p>		<p><b>U</b> The Managed Lanes and General-Purpose Lanes Options for the Build Alternatives both have the same width for the analysis of property impacts in Elyria and Swansea. For information on right-of-way impacts with the Managed Lanes Option, please see PROP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
V	<p>COMMENT 23</p> <p>Application of the Uniform Act will not make owners of seized properties whole. Although residents living in rental properties are entitled to relocation to a comparable space at a comparable price, property owners are only entitled to the fair market value of their properties. These are properties that have already been damaged in value by the original construction of I-70 and its decades-long environmentally degrading effects. The SDEIS fails to recognize this cumulative effect, nor does it propose any mitigation for the economic losses to displaced property owners.</p>		<p><b>V</b> CDOT will compensate any person(s) whose property needs to be acquired for the Preferred Alternative according to the U.S. Constitution and the Uniform Act of 1970, as amended. The process to purchase property that results in a relocation under the Uniform Act is a series of specific negotiations between CDOT and the relocated resident. Cumulative effects of property acquisition are discussed in Section 6.4.2 of the Final EIS. For information on the Preferred Alternative’s property impacts and displacement of residents, please see PROP1, PROP2, and PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
W	<p><b>FAILURE TO ADEQUATELY ASSESS WATER QUALITY IMPACTS</b></p> <p>COMMENT 24</p> <p>The following issues are unique to the below grade option and therefore were not considered in the 2008 Draft EIS analysis of water quality and therefore must be discussed in the SDEIS.</p> <p>a. <i>Water quality impacts during construction:</i> The excavation for the highway will</p>		<p><b>W</b> Water quality is discussed in Section 5.16 of the Final EIS. As documented in the Final EIS, pollutant concentrations in groundwater will not be known until soil borings are performed as part of geotechnical activities or Phase II hazardous materials site assessments. The necessary design and infrastructure needed for temporary construction groundwater dewatering and for permanent groundwater dewatering will be developed in the final design and coordinated with the geotechnical design and analysis. The groundwater dewatering plan will be designed according to the local and state groundwater discharge permits and the water will be treated as required. Utility connection will be provided during construction, and designed to maintain functionality once the project is complete. For information on CDOT’s plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

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W	be below the water table. The water in this area is polluted with natural pollutants and, most probably, arsenic from the ASARCO plant. CDOT has done some water testing but admits that there are plumes of contaminated water that will be drawn to the construction site. This water will have to be treated with large, mobile treatment units before being discharged into the Platte River.		
	b. Water quality impacts after completion of the project:		
	(1) The prevailing ground water drainage in that area of Denver is from southeast to northwest toward the Platte River. As a result, the below grade I-70 will constitute a 28 to 40 foot damn blocking this migration. CDOT is planning to build a series of holding ponds and a box culvert south of the highway to divert the water into the South Platte River and to control in the case of a flood. However, there is question as to whether this system would be adequate in the case of a flood such as the recent flood event north of Denver. More significantly, the box culvert will transverse two former Super Fund Sites near the Coliseum.		
	(2) CDOT plans to drain water from the below grade trench by means of a 6 ft. diameter gravity drain located 40 ft. below ground at the highway's low point, Race Street, and extending below Race Street to the South Platte River. This will involve construction of holding ponds and treatment filters at some undetermined point. However, there are serious questions about the adequacy of this system during a storm, especially if there is partial or complete blockage of the drain. Further, this will be below the water table in an area of contaminated water that could leak into the drain and, depending on the point of filtration, into the South Platte River. According to CDOT, the details of this drain have not been worked out because it will be "design-build" construction.		
	(3) Since much of the trench will be below the water table, it will constitute a bathtub in the ground water. As other instances of similar construction have demonstrated, e.g. The Big Dig, under these circumstances there is serious risk of contaminated water leaking into the trench.		
	(4) Most of the sewer lines in Elyria and Swansea run north-south. As a result, the trench will sever these lines. CDOT plans on reconnecting them and hanging them under the six bridges that will cross the highway. There are serious questions in terms of how this will interface with the box culvert running south of the highway and how effective they will be in transporting waste without leaking.		
The information on these pages has been reviewed. Responses to specific comments are included on the previous page.			
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The information on these pages has been reviewed. Responses to specific comments are included on the previous page.



Comments			Responses to Comments	
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STORMWATER				
X	COMMENT 25	The 100-year storm is not an appropriate measure for a facility like this. It should be considered a critical facility which, if it were in a mapped floodplain, would require additional protection. For example a fire station in a mapped floodplain would require additional freeboard (Colorado Water Conservation Board rules).		
Y	COMMENT 26	What arrangements are in place to guarantee that the Montclair Basin discharge can be reduced to the number used in the SDEIS?		
Z	COMMENT 27	The SDEIS has not demonstrated that the pipes can collect the large dispersed discharge approaching the trench.		
A1	COMMENT 28	Where is the overflow path if the entrance to the pipes gets plugged? Would that overflow path result in damage to properties that would not otherwise be damaged? Or would it enter the trench?		
B1	COMMENT 29	The drain pipe outlet for the trench itself would have to be pumped over the Burlington Ditch unless they get agreement from the ditch company to dump into the ditch.		
C1	COMMENT 30	CDOT is proposing a 20 <sup>th</sup> century solution to a 21 <sup>st</sup> century problem. While other cities work to re-establish surface channels for long term buried drainage, this proposal would perpetuate an environmental mistake made long ago when the Montclair watershed drainage channel was covered over. The environmental impacts of this must be addressed.		
GROUNDWATER MANAGEMENT IMPACTS				
D1	COMMENT 31	As a result of the construction of the trench, groundwater flow paths will be changed in the north Denver area.		
	a.	The SDEIS should address how CDOT monitor the impact of the changes in flow direction.		
	b.	Please provide information on the flow rate and quantity of flow in the area of the trench.		
	c.	Please provide groundwater maps showing this information.		
X	As it does on all new highways, CDOT will treat stormwater with standard BMP measures before flowing into the streams or the South Platte River. Design for the 100-year storm is industry standard and what is required by state and local agencies. CDOT will be concerned with maintenance and reliability of the facilities for the long term. Stormwater is discussed in Section 5.14 Floodplains and Drainage/Hydrology of the Final EIS.			
The regulations, advisories, and orders identified in the document are directed toward the treatment of floodplains under NEPA. CDOT will avoid or minimize highway encroachments within 100-year (base) floodplains, where practicable, and avoid supporting land use development that is incompatible with floodplain services. It should be noted that the CWCB rules explicitly define “critical facility” as a facility that produces or stores certain chemicals in excess of threshold limits. This project does not fit that definition.				
Y	A key component of the Partial Cover Lowered Alternative is the design of an offsite drainage system to capture the urban overflow reaching I-70. The design of the offsite system will protect the lowered I-70 and reduce existing drainage problems north of I-70. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			
Z	CDOT will be concerned with maintenance and reliability of the facilities for the long term, therefore will consider contingency planning for the offsite and onsite systems in various storm flows and failure conditions. Those details have not been evaluated yet, but will be by the time the project is completed. As indicated in Attachment M (Hydrology Technical Report) of the Final EIS, all drainage design work associated with the I-70 East EIS will be performed in compliance with a series of storm drainage design technical guidance and memoranda.			
This concern was adequately addressed in the Final EIS. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
A1	CDOT will be concerned with maintenance and reliability of the facilities for the long term, therefore will consider contingency planning for the offsite and onsite systems in various storm and failure conditions. Those details have not been evaluated yet, but will be by the time the project is completed. As indicated in Attachment M (Hydrology Technical Report) of the Final EIS, all drainage design work associated with the I-70 East EIS will be performed in compliance with a series of storm drainage design technical guidance and memoranda, which in turn, specifically address concerns related to debris control and indicate that debris control shall be designed using Hydraulic Engineering Circular No. 9, Debris-Control Structures. This concern was adequately addressed in the Final EIS. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			
B1	Comment noted.			
Responses continue on the following page.				

X

As it does on all new highways, CDOT will treat stormwater with standard BMP measures before flowing into the streams or the South Platte River. Design for the 100-year storm is industry standard and what is required by state and local agencies. CDOT will be concerned with maintenance and reliability of the facilities for the long term. Stormwater is discussed in Section 5.14 Floodplains and Drainage/Hydrology of the Final EIS.  
  
The regulations, advisories, and orders identified in the document are directed toward the treatment of floodplains under NEPA. CDOT will avoid or minimize highway encroachments within 100-year (base) floodplains, where practicable, and avoid supporting land use development that is incompatible with floodplain services. It should be noted that the CWCB rules explicitly define “critical facility” as a facility that produces or stores certain chemicals in excess of threshold limits. This project does not fit that definition.

Y

A key component of the Partial Cover Lowered Alternative is the design of an offsite drainage system to capture the urban overflow reaching I-70. The design of the offsite system will protect the lowered I-70 and reduce existing drainage problems north of I-70. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Z

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This concern was adequately addressed in the Final EIS. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

A1

CDOT will be concerned with maintenance and reliability of the facilities for the long term, therefore will consider contingency planning for the offsite and onsite systems in various storm and failure conditions. Those details have not been evaluated yet, but will be by the time the project is completed. As indicated in Attachment M (Hydrology Technical Report) of the Final EIS, all drainage design work associated with the I-70 East EIS will be performed in compliance with a series of storm drainage design technical guidance and memoranda, which in turn, specifically address concerns related to debris control and indicate that debris control shall be designed using Hydraulic Engineering Circular No. 9, Debris-Control Structures. This concern was adequately addressed in the Final EIS. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B1

Comment noted.

Responses continue on the following page.

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D1	<p>d. The SDEIS should determine the potential for negative impacts as a result of changing groundwater flow paths and rates. For example, this could be done through a network of monitoring wells in appropriate areas.</p> <p>e. Negative impacts could include the surfacing of groundwater in unexpected areas, such as in basements or low-lying open areas. The SDEIS must discuss how CDOT will address negative impacts, such as the surfacing of groundwater in unexpected areas.</p> <p>COMMENT 32 The following groundwater information is needed prior to construction:</p> <p>a. Annual cycle of ground water levels on a monthly basis for 12 months to show whether ground-water levels fluctuate seasonally.</p> <p>b. The aquifer that monitoring wells are monitoring. This can be done by construction of monitoring wells to show where they are perforated; this aquifer should be related to the depth of the trench.</p> <p>c. Modeling to show the saturated thickness of the aquifer and whether it has enough saturated thickness to handle additional water (as diverted from the trench).</p> <p>d. Information from additional monitoring wells to show what subsurface material the additional groundwater (as diverted from the trench) will go through from the trench to the river.</p> <p>e. Information on the houses, businesses and schools on the south side of the interstate that may be affected by the back-up of groundwater.</p> <p>f. Determine the potential for negative impacts (water backing up and possibly surfacing in or saturating basements ) as a result of changing groundwater flow paths and rates. This could be done through a network of monitoring wells in appropriate areas, based upon mapped groundwater flow directions.</p>		<p><b>C1</b> The solution proposed in the comment is outside the scope of the EIS. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>D1</b> The necessary design and infrastructure needed for temporary construction groundwater dewatering and for permanent groundwater dewatering will be developed in the final design and coordinated with the geotechnical design and analysis. Groundwater flow may be altered but will not be halted by the project as it flows toward the river, and the water table is expected to remain below the level of basements. As it does on all new highways, CDOT will treat groundwater flows that reach above ground with standard BMP measures before flowing into the streams or the South Platte River. Water quality is discussed in Section 5.16 Final EIS. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>E1</b> As it does on all new highways, CDOT will treat groundwater with standard BMP measures before flowing into the streams or the South Platte River. The Final EIS acknowledges that there is the potential for groundwater contamination during construction. The results of the preliminary subsurface investigation are included in Appendix G of Attachment H, Hazardous Materials Technical Report. As documented in the Final EIS, pollutant concentrations in groundwater will not be known until soil borings are performed as part of geotechnical activities or Phase II hazardous materials site assessments.</p> <p>The necessary design and infrastructure needed for temporary construction groundwater dewatering and for permanent groundwater dewatering will be developed in final design and coordinated with the geotechnical design and analysis. The groundwater dewatering plan will be designed according to the local and state groundwater discharge permits and the water will be treated as required. Groundwater existing conditions, monitoring, and mitigation are discussed in Section 5.16, Water Quality, of the Final EIS. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>As explained in the Final EIS, CDOT requires that construction contractors secure dewatering permits for construction activities from CDPHE, if necessary. The Final EIS also reveals that dewatering will be necessary during the construction for the project, particularly for the Partial Cover Lowered Alternative. The mitigation discussion in Section 5.18 of the Final EIS notes that the selected contractor will follow the permit requirements; source water will either be treated and discharged onsite in accordance with the permit or characterized and removed offsite to a permitted disposal facility.</p>
	<p>COMMENT 33 Groundwater will be encountered during the digging of the trench and, perhaps, at other times during construction since the groundwater table is relatively shallow in the area. The following information is needed for groundwater management during construction.</p> <p>a. Information on how the trench will be dewatered during construction.</p> <p>b. Information on how groundwater will be collected and directed to some type of</p>		

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E1	<p>holding container, analyzed for quality, and ultimately discharged to the South Platte River.</p> <p>(1) Water quality analysis should be done regularly to monitor any changes in groundwater quality, <b>The EIS should specify what analyses will be done, i.e., not just metals but also hydrocarbons and chlorinated solvents.</b> This information is needed to determine treatment methods prior to discharge. Water quality may change as Denver is underlain by various pollution plumes; at this time it is not known which plumes and at what times the excavation of the trench and dewatering of the shallow aquifer would intersect.</p> <p>(2) The EIS should provide data on the quality of the groundwater collected, and CDOT will need to build a treatment system and obtain a permit from CDPHE prior to discharge of water to the South Platte River. This should NOT be considered a storm sewer permit under NPDES since this is not storm water runoff.</p>		<p><b>F1</b> Potential contamination of stormwater is discussed at length in Section 5.18, Hazardous Materials. In addition, the following mitigation measures are included in Section 5.16 Water Quality in the Final EIS:</p> <ul style="list-style-type: none"><li>• Provide permanent water quality control features (i.e., extended detention pond) as part of the project to treat stormwater runoff from the highway</li><li>• Treat runoff entering the South Platte River and Sand Creek in conformance with CDOT’s MS4 Permit and New Development and Redevelopment Program</li><li>• Prevent over-treating by using deicer/sand/salt products and technology in accordance with best management practices</li><li>• Stockpile solid mixtures per CDOT water quality requirements such as occur at the I-70/Havana Street maintenance facility; the mixtures are kept under domes to protect them from precipitation, which prevents water high in salts from running off into receiving waters.</li></ul> <p><b>G1</b> CDOT will be concerned with maintenance and reliability of the facilities for the long term, therefore will consider contingency planning for the offsite and onsite systems in various storm and failure conditions. Maintenance of the facility will comply with CDOT maintenance schedules. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>H1</b> CRS Section 25-12-107 permits counties or municipalities to adopt resolutions prohibiting the operation of motor vehicles that produce noise in excess of 86 dB(A) when measured at a distance of 50 feet from the center lane of traffic at speeds less than 35 miles per hour. This regulation does not prohibit (or even allow counties or municipalities to prohibit) the construction of this project.</p> <p>However, as explained in Section 5.12, Noise, of the Final EIS, CDOT and FHWA have established noise levels at which mitigation measures must be considered. These noise levels are referred to as the noise abatement criteria (NAC). CDOT considers a noise impact to occur when the loudest hour of noise is at or above 66 dBA (for residential dwelling units) or when there is an increase of 10 dBA or more affecting a noise receptor. The project will follow the CDOT and FHWA noise policy to identify and provide reasonable and feasible noise mitigation. The noise analysis included truck traffic and all roadway design and elevations to determine the location of impacts and recommended noise barriers. In addition, the lowered highway and cover provide benefits to much of the surrounding community.</p> <p>The concerns regarding noise have been adequately addressed in the Final EIS. For information on mitigating noise during and after construction, please see IMP3 and IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>It is important also to note that the Partial Cover Lowered Alternative impacts 234 to 257 fewer dwelling units than the Revised Viaduct Alternative because of the lowered profile of the highway. However, noise levels above the loudest hour, as well as substantial noise increases above 10 dBA, are still expected without the construction of noise walls. Therefore, noise walls are recommended for all alternatives. The concern about creating a “walled city” was addressed in the Final EIS. As discussed in Section 5.3, Environmental Justice, of the Final EIS, the community will be invited to help develop guidelines for public art to be incorporated in the design of the noise walls. This will improve the aesthetics of these walls with artwork that is meaningful to the community.</p>
F1	COMMENT 34 Because the stormwater runoff is from a highway, it is likely to be contaminated. CDOT should address collection of stormwater, analysis of this water (to include metals, asbestos, hydrocarbons, and chlorinated solvents), and construction of a holding pond and treatment facility.		
G1	COMMENT 35 CDOT should address how it will assure maintenance of the trench so that the stormwater drain does not get plugged, causing back up of water in the trench		
H1	<p><b>NOISE AND VIBRATION IMPACTS</b></p> <p>COMMENT 36 The proposed I-70 design will result in an adverse noise impact upon residents along the north and south service roads. Title 25 Article 12 of the Colorado Revised Statutes limits the allowable noise emission from heavy trucks at speeds of less than 35 mph to 86 dB(A) at a distance of 50 ft. This noise limit of 86 dB(A) at 50 ft. means that residences adjacent to the service roads on either side of the I-70 trench will be subjected to noise levels in excess of the noise limits for residential property as specified in § 25-12-103. In order to be in compliance with § 25-12-103, CDOT must erect noise walls along the service roads. This will reduce the noise impinging upon the residents but will create a walled city.</p> <p>a. <i>Noise during Construction:</i> Much of the trench will be constructed through residential areas directly adjacent to the highway. CDOT is contemplating 24-hour construction. This will render these areas uninhabitable for a long period of time. This is particularly true of the residences and businesses along Race Street</p>		



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H1	where the 40 ft. below ground drain will be constructed.  b. <i>Noise after completion of the project:</i> The project will remove current I-70 entrance/exit ramps at York Street and Steele Street. The City of Denver’s proposed modifications would also remove the ramps at Vazquez Boulevard. This will tremendously increase local traffic, especially truck traffic, on the access roads directly adjacent to residential areas. This is especially a problem at Swansea Elementary School which will be within 50 feet of the local traffic. CDOT has said that they will mitigate this by providing noise resistant doors and windows to the school, but there are questions as to how adequate the proposed mitigation will be.		I1 A vibration analysis is not required for this project. As noted on FHWA’s website “There are no Federal requirements directed specifically to highway traffic induced vibration. All studies the highway agencies have done to assess the impact of operational traffic induced vibrations have shown that both measured and predicted vibration levels are less than any known criteria for structural damage to buildings. In fact, normal living activities (e.g., closing doors, walking across floors, operating appliances) within a building have been shown to create greater levels of vibration than highway traffic.” The website further states that vibration concerns should be addressed on a case-by-case basis as deemed appropriate in the noise analysis. <a href="http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/polguide09.cfm">http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/polguide09.cfm</a>
I1	COMMENT 37 The damaging effects of vibrations in close proximity to a school or residence. must be analyzed.		J1 Plans for removal of contaminated soil have not been developed yet, but will be prior to the start of construction. All alternatives will require an Air Pollution Emissions Notice (APEN). An APEN form includes detailed information on the Fugitive Dust Control Plan (FDCP). The FDCP addresses how dust will be kept to a minimum at the project site. Control measures listed in the plan will be specific to the construction site. For more information on CDOT’s plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
J1	SOIL CONTAMINATION  COMMENT 38 The proposed alternative requires removal of a large volume of at least partially contaminated soil from the area. What is CDOT’s plan for treatment and disposal of this soil.		K1 Plans for removal of contaminated soil have not been developed yet, but will be prior to the start of construction. All alternatives will require and Air Pollution Emissions Notice (APEN). An APEN form includes detailed information on the Fugitive Dust Control Plan (FDCP). The FDCP addresses how dust will be kept to a minimum at the project site. Control measures listed in the plan will be specific to the construction site. Mitigation specific to the Preferred Alternative will be to provide residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—interior storm windows and two free portable or window-mounted air conditioning units with air filtration for dust and noise impacts during construction, and assistance for the potential additional utility costs during construction. CDOT will inform residents through the public outreach activities how the mitigation for individual homes will be distributed and who is eligible once it has been approved.
K1	AIR QUALITY IMPACTS  COMMENT 39  a. <i>Air quality impacts during construction:</i>  (1) As previously noted, at least part of the soil that will be removed is contaminated. That means that the dust generated from construction will create more of a hazard than from a normal construction site. How does CDOT plan to address this issue?  (2) Estimates show between 50,000 and 75,000 trips by high volume haulers to transport the soil from the neighborhood to the disposal site to remove the soil from the project. The impact of these trips must be assessed.  (3) The only external air pollution mitigation contemplated at Swansea Elementary School is to move the playground around to the other side of the school. (See additional discussion under Comment 42 and Comment 44)		Any soil contamination would be addressed prior to the beginning of construction in any area, as required by law and the mitigation measures committed in the Final EIS. Further, dust will be minimized and mitigated through the application of the BMPs. Accordingly, there are no significant issues relating to construction dust. Further, while there will be construction truck trips in the area associated with the project, the daily trips represent a very small fraction of the existing truck traffic on I-70 and in the project area. They are not expected to have significant effects. The monitoring and mitigation measures for air quality are detailed in the Final EIS Section 5.10, Air Quality, and are more extensive than the measures for Swansea Elementary School. They include measures to control dust, monitor for PM10, and provide air conditioning and storm windows to homes in close proximity to the construction work.  For more information on mitigating fugitive dust during construction, please see IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
L1	b. <i>After completion of the project:</i> CDOT’s decision to widen the highway to 5 lanes		<i>Responses continue on the following page.</i>

Comments			Responses to Comments
Source: Letter	Document Number: 820	Name: Unite North Metro Denver -Thaddeus Tecza and Sullivan Green Seavy LLC	<div>L1 Emissions of almost all pollutants will be considerably lower in 2035 for all alternatives, even with an increase in VMT. As seen in the emissions inventories for NAAQS pollutants and MSATs, the difference between the alternatives (including the No-Action Alternative) in emissions is around 2-4 percent or less, even though VMT will increase. See the Air Quality Technical Report, Attachment J to the Final EIS, for additional information. Federal requirements require NEPA studies to use the current adopted regional travel demand model for analysis purposes. In addition, EPA and CDPHE account for the age of vehicles in the MOVES vehicle emissions model used for this Final EIS. The emissions factors are updated by EPA to account for the changes in the length of vehicle ownership and use. For information on traffic forecasting for this project and trends in VMT, please see TRANS5 and TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>
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	in each direction and 2 surface lanes in each direction is not based on current ADT but rather on DRCOG modeling. Studies have shown that driving is declining across the country, including in Colorado. But, if we accept the traffic projections, the increased traffic through this area may result in noncompliance with federal Air Quality Standards. (See additional discussion under TRAFFIC, above)		
M1	COMMENT 40 There is an assumption in the SDEIS that newer cars will help to reduce the level of pollutants being emitted by autos and trucks. In a recent training for NAPA Auto Centers, a representative from Shell Oil Company sighted company statistics indicating the general public is driving their cars longer thus requiring the development of motor oils for higher mileage cars (October 14, 2014 Park Hill Golf Club). Higher mileage autos will not have the new technology to reduce auto emissions. The widening of the current I-70 to ten lanes will only increase the volume of traffic through the EPA defined pollution impact zone resulting in school aged children and the their parents being exposed to higher concentrations of pollutants from auto and truck traffic.		M1 Inputs to the air quality models are determined by CDPHE and EPA, including vehicle and emissions from the fleet of cars within the modeling region. Emissions of almost all pollutants will be considerably lower in 2035 for all alternatives, even with an increase in VMT. As seen in the emissions inventories for NAAQS pollutants and MSATs, the difference between the alternatives (including the No-Action Alternative) in emissions is around 2-4 percent or less, even though VMT will increase. See the Air Quality Technical Report Attachment J to the Final EIS. Federal requirements require NEPA studies to use the current adopted regional travel demand model for analysis purposes.  The concerns regarding traffic modeling have been adequately addressed in the Final EIS. For information on traffic forecasting for this project, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
N1	COMMENT 41 CDOT’s solution should significantly reduce current levels of air pollution and greenhouse gases produced by transportation-related activities. But the current proposal would actually expand the area of the neighborhoods exposed to harmful emissions and pollution. The solution should measurably result in healthier air than there is today in Elyria and Swansea.		N1 Emissions of almost all pollutants will be considerably lower in 2035 for all alternatives, even with an increase in VMT. For information on air quality with the Preferred Alternative, please see AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
O1	COMMENT 42 The SDEIS says that the 800-foot cover will protect Swansea Elementary School from air pollution from the widened highway. There does not seem to be any credible modeling of how this effect will function. (See additional discussion under Comment 55)		O1 The cover does provide air quality benefits for those nearby. For information on the air quality near the highway cover, please see AQ5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. See also Attachment J, Air Quality Technical Report, of the Final EIS.
	HIGHWAY POLLUTION AND CHILDREN’S BRAIN DEVELOPMENT		
P1	COMMENT 43 The SDEIS lacks an in-depth discussion of the effects of pollution from highways on the brain development of school age children. Since children’s brain development really begins in their prenatal stage, the quality of air ingested by the child’s mother can have an impact on their life after birth. There is limited acknowledgement of Swansea Elementary school and no recognition of the 15 other schools and nine day care centers serving over 5,000 children in Denver, Adams and Jefferson counties within the EPA’s definition of “pollution impact zone” along the I-70/I-76/I-270 corridor. All the research indicates there is a strong relationship to school age children’s health and their ability to acquire the academic skills needed to have a successful learning process and their exposure to highway air pollution.  Current research from the University of Southern California, the University of Montana, U C Davis, the University of Cincinnati and the Cincinnati Children’s Hospital Medical Center, Tufts University, the Columbia University Medical Center, and the Centers for Disease Control and		P1 Section 5.20 of the Final EIS contains an expanded discussion of environmental health issues in the Globeville and Swansea and Elyria neighborhoods including the Health Impact Assessment conducted by DEH. It is important to consider that the neighborhoods in question also experience disproportionate levels of poverty, non-highway pollution from stationary sources, and many other factors that have been identified by DEH. An additional health impact assessment study is not required by NEPA or the Clean Air Act. Further, it is critical to consider that the emissions (and, therefore, likely concentrations) associated with I-70 East are substantially declining. For example, diesel particulate matter emissions are predicted to drop from 749 pounds per day in 2010 to 48 pounds per day (No Action) or 49 pounds per day (Partial Cover Lowered Managed Lanes) in 2035. Benzene emissions are predicted to drop from 133 pounds per day in 2010 to 26 pounds per day (No Action) or 27 pounds per day (Partial Cover Lowered Managed Lanes) in 2035. The PM10 hotspot analysis shows that the preferred alternative does not exceed the NAAQS. The other MSATs see similar reductions in emissions; see Section 7.4 of Attachment J, Air Quality Technical Report. All of these emissions levels incorporate predicted increases in VMT in the corridor. Section 5.20 Human Health Conditions of the Final EIS includes a literature review summary of air pollution health effects.



Comments			Responses to Comments
Source: Letter	Document Number: 820	Name: Unite North Metro Denver -Thaddeus Tecza and Sullivan Green Seavy LLC	
P1	<p>Prevention indicate there is a growing body of knowledge regarding the impact of air pollution on children’s biological and intellectual development. The research from these institutions indicate there is a correlation between children contracting adverse health conditions such as asthma, bronchitis, wheezing, ear/nose/throat infection, flu or serious cold, higher levels of carcinogenic benzene, autism, Parkinson’s or Alzheimer’s disease, and neurological disorders that can lead to slower development of learning skills like memory, speech and reading along with “attention-deficit/hyperactivity disorder” (ADHD).</p> <p>In reviewing the literature, there is agreement among researchers that ultrafine particulate (UFP): Black Carbon (BC), Carbon monoxide, and oxides of nitrogen freshly emitted downwind from major highways, and freeways are contributing to the negative health outcomes for the residents of the surrounding communities especially young children. Because young children are developing, their systems are at greater risk of exposure to these toxins which makes them more sensitive to toxins.</p> <p>The UFP are defined as particles having an aerodynamic diameter in the range of 0.005 to 0.1 microns, one thousandth of the width of a human hair, which are made up of hot burning fossil fuel formed by condensation in tailpipe emissions and weathering of car parts and pavement. These particles are too small to be filtered by auto filters and can cause significant damage to neurons used in learning and memory, as well as cause signs of inflammation associated with premature aging and Alzheimer’s disease (Todd Morgan, Gerontology Professor at USC).</p> <p>A breakdown in the blood brain barrier allows not only particulate matter from air pollution but also the harmful neurotoxins like carbon and sulfur to enter the brain and cause long lasting damage (Dr. Lillian Galderon-Garciduenas, University of Montana). This breakdown in body barriers also occurs in the respiratory and gastrointestinal systems.</p> <p>Dr. Galderon-Garciduenas’ research indicates that children living in polluted cities and along polluted highways were found to exhibit immune deregulation or high levels of auto-antibodies that worked against their own brain components, damaging the brain over time. This damage to the blood-brain barriers keeps antigens and neurotoxins away from the brain resulting in brain inflammation and neurodegenerative changes which include Parkinson’s or Alzheimer’s disease.</p> <p>At Tufts University, researchers have found similar results in their five year study. They found the higher levels of pollutants occur on weekday mornings in winter (John Durant, Associate Professor of Civil and Environmental Engineering).</p> <p>A study published in the journal of the Environmental Health Perspectives found that exposure to air pollution in-uterus or during early life many increase the risk of respiratory tract infections in infants. They found that exposure during the second trimester was slightly stronger than during other trimesters, suggesting the second trimester to be a time when exposure to air pollutants is particularly damaging to respiratory health.</p>		<p>The information on these pages has been reviewed. Responses to specific comments are included on the previous page.</p>

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P1	<p>Researchers at the University of California at Davis conducted a multi-year study to determine whether the effect of air pollution is likely to have an impact on the incidence of autism. Their published findings suggest an association between autism and proximity to freeways, during the third trimester of pregnancy. It was noted this study does not provide any insight into what specific pollutant, if any, could be responsible for a higher rate of autism. However, after controlling for the socio-demographic factors and maternal smoking, maternal residence at the time of delivery and during the third trimester, autism was more likely the closer the mother was to a freeway as to a mother living some distance away.</p> <p>In another study published in the journal “Diabetologia” found that levels of insulin resistance were higher in children exposed to higher amounts of air pollution. For example, proximity to the nearest major road increased insulin sensitivity in 10-year-old children by 7% every 500 meters closer to the highway. Whether these children go on to develop metabolic syndrome or type 2 diabetes remains to be seen (researchers plan to do a follow-up study to track this), but this research is telling.</p> <p>Researchers from the University of Cincinnati and Cincinnati Children’s Hospital, believed to be the most comprehensive longitudinal epidemiological study on air pollution and children’s developing brains, indicates children exposed to higher levels of traffic related air pollution scored higher on measures of hyperactivity at age seven. Even when the researchers corrected for data that could have skewed the results, including such factors as exposure to cigarette smoke and family-income levels, the relationship between air pollution and ADHD remained. Nicholas Newman, director of the Pediatric Environmental Health and Lead Clinic at Cincinnati Children’s Hospital, acknowledges that ‘air pollution is part of the story of childhood behavior, but it’s not the whole story.’</p> <p>In this era of “high stakes” testing for school age children in the Metro Denver area, students need to be functioning at the highest level possible in developing the educational skills needed for a successful academic career. If the oxygen needed to nurture the brains of young children in order for them to maximize their potential is replaced by toxins that restrict and inhibit their ability to learn, as well as contribute to behavior that is counterproductive in the learning environment then we have failed them. The SDEIS falls woefully short in addressing the issue of children’s learning environments along the I-70 corridor.</p>		<p><b>Q1</b> Finally, as noted in Section 5.18, Hazardous Materials, of the Final EIS, site-specific health and safety and materials management plans will be developed by CDOT to stipulate required response measures if hazardous materials are encountered during construction, to ensure protection of the health and safety of Swansea children, workers and the public. The Final EIS contains the results of detailed PM10 modeling at and around the Swansea Elementary School that show PM10 levels well below national ambient air quality standards, even using conservative assumptions. For information on the air quality near the highway cover, please see AQ5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>R1</b> A key component of the Partial Cover Lowered Alternative is the design of an offsite drainage system to capture the urban overflow reaching I-70. The design of the offsite system will protect the lowered I-70 and reduce existing drainage problems north of I-70. Design for the 100-year storm is industry standard and what is required by state and local agencies. The analysis in the Final EIS is consistent with federal highway regulations and guidance, which require design for a 100-year event (1-percent chance in any given year). CDOT will be concerned with maintenance and reliability of the facilities for the long term.</p> <p>Stormwater is discussed in Section 5.14 Floodplains and Drainage/Hydrology of the Final EIS. Section 4 of the Hydrology and Hydraulics Technical Report identifies the applicable laws, regulations, and guidance used in the hydrology and hydraulics analysis. All drainage work associated with the I-70 East project has been performed in compliance with this technical guidance.</p>
Q1	<p>COMMENT 44</p> <p>In the SDEIS there is discussion of putting filters on Swansea Elementary School to filter out the pollution. How do you filter the air when students and local residents are recreating on the playgrounds or the outdoor areas of the local recreation centers? With the expansion of I-70 to 10 lanes the quality of the air will decrease.</p>		
R1	<p><b>HYDROLOGY AND HYDRAULICS TECHNICAL REPORT (ATTACHMENT M)</b></p> <p>COMMENT 45</p> <p>The hydrology and hydraulics analyses are limited to considering the effects of events up to the</p>		

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R1	<p>100-yr event. Although this “design” event is often the focus of many hydraulic designs, it is usually prudent to also analyze the effects of a “check” event that is larger so that catastrophic damages and loss of life are avoided. For example, in bridge design, it is common to design the bridge hydraulically for the 100-yr event and check the bridge foundation design for scour at the 500-yr event.</p> <p>In this case, the proposed storm drainage concept is to capture nearly all the surface waters at the south edge of the lowered I-70 and route them along I-70 to eventually be discharged in the South Platte. The 2013 Colorado floods amply demonstrated that events larger than the 100-yr event can occur and result in severe damage. In this location, this excess water will either fill the lowered highway section or flood properties south of the highway or both. It is incumbent on the engineering profession to consider such larger events because the public safety is paramount in engineering design. If one assumes that the design life of the lowered highway is 75 years, there is a 53 percent chance that we will experience a 100-yr flood and there is a 39 percent chance that we will experience a 150-yr flood. Those high probabilities are why it is essential to consider the impacts on check floods and this was apparently not considered.</p> <p>It should also be noted that, as the 2D modeling shows, the current 100-yr surface flows are dispersed. The proposed lowering will force a concentration of those flows, which not only increases the challenge in handling them, but increases the risk and consequences associated with not estimating the flows correctly.</p>		<p><b>S1</b> As it does on all new highways, CDOT will treat groundwater with standard BMP measures before flowing into the streams or the South Platte River. As documented in the Final EIS, pollutant concentrations in groundwater will not be known until soil borings are performed as part of geotechnical activities or Phase II hazardous materials site assessments. The necessary design and infrastructure needed for temporary construction groundwater dewatering and for permanent groundwater dewatering will be developed in the final design and coordinated with the geotechnical design and analysis. The groundwater dewatering plan will be designed according to the local and state groundwater discharge permits and the water will be treated as required. Groundwater existing conditions, monitoring, and mitigation are discussed in Section 5.16, Water Quality, of the Final EIS. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>T1</b> A key component of the Partial Cover Lowered Alternative is the design of an offsite drainage system to capture the urban overflow reaching I-70. The design of the offsite system will protect the lowered I-70 and reduce existing drainage problems north of I-70.</p> <p>For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
S1	<p>COMMENT 46</p> <p>Section 4.3.2 acknowledges the need for water quality permitting for permanent groundwater discharges to surface receiving waters. Given the recorded elevation of groundwater and the depth the excavation of the highway, permanent pumping and discharge of groundwater is likely. It is not addressed in this appendix. Given the urban/industrial location of the highway, it is likely that the groundwater is contaminated and would have to be treated prior to discharge. Long term treatment and pumping costs may be substantial. The presence of groundwater may also increase the costs of construction and limit the design options for abating the groundwater.</p>		
T1	<p>COMMENT 47</p> <p>Section 5.2.3 highlights several major flood events and discusses vulnerability of the Denver metro area to flooding. Floods in 1948, 1957, 1965, 1973, 1997, and 2013 resulted in severe flooding in northeast Denver. Under existing conditions, these major floods can pass under the elevated portion of I-70. This will no longer be possible under the lowered highway alternative and the report talks about existing flooding problems in this section (and in Section 7.2). These existing flooding problems are mitigated, in a sense, by the fact the highway is elevated and the water can pass underneath as relatively shallow, slow moving surface flows. With a lowered highway, if a drainage system is inadequate these flows will either rush into the lowered highway section or flow more deeply and swiftly to the west along the highway edge. Both of these could be a serious public safety hazard.</p>		



Comments			Responses to Comments
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U1	<p>COMMENT 48</p> <p>Section 6.2 (Rainfall Data) notes that a 1-hr rainfall was used for all analyses. While this is one reasonable scenario, it is probably not the only scenario that should be used for analyzing the 9.4 square mile Montclair watershed. Because its time of concentration is likely longer than 1-hr a longer duration design rainfall should also be analyzed. When multiple scenarios are analyzed, e.g. high intensity/short duration vs lower intensity/longer duration, it can be determined which type of event results in the design flow of interest. In many cases, including the September 2013 floods in Colorado, longer duration storms (with much greater total rainfall volume) create more severe floods than short duration more intense floods.</p>		<p><b>U1</b> The flow impacting I-70 East from the Montclair Watershed was referenced from the I-70 Partial Cover Lowered Montclair Drainage Basin Hydrologic Analysis Memo that was completed by Enginuity in August of 2014, and is included in the references material for the Hydrology and Hydraulics Technical Report, Attachment M to the Final EIS. It should be noted that a 1-hour rainfall depth was used and entered into UDFCD CUHP software that generates a 2 hour hydrograph that was used in the I-70 Partial Cover Lowered Montclair Drainage Basin Hydrologic Analysis memo and on I-70 east drainage. The I-70 Partial Cover Lowered Montclair Drainage Basin Hydrologic Analysis was completed by the MATT which included the following agencies: UDFCD, CDOT, Denver, RTD, Atkins, and Stantec.</p>
V1	<p>COMMENT 49</p> <p>Section 7.2.1 notes a 100-yr surface runoff that “may exceed 4,000 cfs” for the Montclair basin. This number is taken from the “I-70 Offsite Flow Summary” memo (Hollon, 1/16/13). Another memo “I-70 PCL Montclair Drainage Basin Hydrology” (Jacobs, 2/10/14) estimates the flow as 4,400 at 40th Avenue, which is upstream of the I-70 concentration point.</p> <p>The value of 4400 cfs can be compared to the estimate of 7000 taken from the 2014 CCD Master Plan. The difference is attributed to two fundamental changes in the modeling: 1) opening up the street capacity (thereby lowering flow depths and velocities and reducing the response time of the watershed) and 2) incorporating “inadvertent detention.” Combined, these two changes reduce the estimated peak flow by 37 percent.</p> <p>Without detailed supporting information it is not possible to validate the effects of these modeling changes nor whether they are technically justified. However, since these changes do not conform to standard engineering practice (as noted in the memo summarizing the analysis), it is likely that a private entity proposing such changes to support their development would have an uphill climb to gain approval from CDOT, CCD, and the UDFCD. It is understood that UDFCD is now completing a study of this area and that study should be reviewed carefully.</p>		<p><b>V1</b> The flow impacting I-70 East from the Montclair Watershed was referenced from the I-70 Partial Cover Lowered Montclair Drainage Basin Hydrologic Analysis Memo that was completed by Enginuity in August of 2014, and is included in the references material for the Hydrology and Hydraulics Technical Report, Attachment M to the Final EIS. It should be noted that the I-70 Partial Cover Lowered Montclair Drainage Basin Hydrologic Analysis was completed by the MATT which included the following agencies: UDFCD, CDOT, Denver, RTD, Atkins, and Stantec.</p> <p><b>W1</b> Improvements to the flood control system at I-70 are not expected to create more flooding south of I-70, based on the I-70 Partial Cover Lowered Montclair Drainage Basin Hydrologic Analysis Memo that was completed by Enginuity in August of 2014, and is included in the references material for the Hydrology and Hydraulics Technical Report, Attachment M to the Final EIS. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>X1</b> The Colorado interchange drainage design has been revised. See the addendum to the tech memo for the current design in Attachment M to the Final EIS.</p>
W1	<p>COMMENT 50</p> <p>Section 10.1 states that “the purpose of the offsite drainage system is to prevent the existing offsite flows from draining into the lowered section of I-70.” A second, perhaps more important, purpose for the offsite drainage system is to not create or increase flooding hazards south of I-70 because surface flows to the north will be blocked with the lowered alternative. Both of these concepts are included in the CDOT and local jurisdiction drainage guidelines.</p>		
X1	<p>COMMENT 51</p> <p>Figure 8 (p. 20) schematically shows pond locations that seem to assume that there will be no Colorado Blvd. interchange. The report notes that the five ponds will be connected with “equalizing culverts.” This terminology would suggest that they have been analyzed as one pond rather than a series of ponds where each one attenuates peak flow somewhat before moving to the next pond. Treating them as one pond is not a conservative design approach.</p> <p>In addition, no potential grading or profile information is given supporting the estimated sizes</p>		

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X1	<p>or feasibility of these ponds. Later in the appendix, the storage volume for pond 2/3 is given as 35 acre-ft. Roughly scaling the surface area as 5 acres that implies an average pond depth of 7 ft. Accounting for side slopes, the deepest part of the pond would be greater than 7 ft. Whether these sizes are feasible and the depths allow for the outlets to link into the storm drain system has not been demonstrated.</p>		<p><b>Y1</b> The proposed tunneling and staging will be done within right-of-way and the staging will be done in a designated area. The onsite detention pond is sized based on the 2-hour 100-year flow and volume. Design for the 100-year storm is industry standard and what is required by state and local agencies. CDOT will be concerned with maintenance and reliability of the facilities for the long term, therefore will consider contingency planning for the pumps in various storm and failure conditions.</p>
Y1	<p><b>COMMENT 52</b> Section 10.2 discusses treatment of the flows generated in the highway sump. The 100-yr flow is analyzed and no consideration is given to higher flows even though motorists could be trapped in this area by either higher flows or clogged inlets and lower flows. It describes tunneling a 72" RCP, a proposed detention pond to contain the 100-yr volume, and pumping over the Burlington Irrigation Canal.</p> <p>The alignment for this pipe has many turns complicating the tunneling process. What effects will surface staging to facilitate tunneling this alignment and the underground tunneling activity itself have on the surrounding community and its structures?</p> <p>Although a detention pond is shown on a drawing near the outfall, the outfall profile information shows the pipe invert to be approximately 25 feet below the ground surface meaning it is not possible to put a gravity fed inline pond in this location. In addition, which 100-yr volume is assumed? The 100-yr volume for a 1-hr duration is smaller than the 100-yr volume for a 2-hr duration, etc.</p> <p>Pumping flood flows is generally a bad idea because of the possibility of power going out during the storm. I assume this is why the pond concept was included so that the pumping could occur after the storm.</p>		<p><b>Z1</b> The flow impacting I-70 East from the Montclair Watershed was referenced from the I-70 Partial Cover Lowered Montclair Drainage Basin Hydrologic Analysis Memo that was completed by Enginuity in August of 2014, and is included in the references material for the Hydrology and Hydraulics Technical Report, Attachment M to the Final EIS. The depth and volume of the proposed basins is described in Appendix C of the report. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
Z1	<p><b>COMMENT 53</b> The proposed major drainage system for the 100-yr Montclair flow is a pair of 6'x18' box culverts with two ponds: 1) pond 7 (UPRR) and 2) pond 7 (Western Stock Show). The profile drawings for this box culvert show them on a very mild slope (0.3 percent) with one 90 degree turn. Bends of any type result in energy losses and a 90 degree bend will have very high energy losses reducing the capacity of the conduit. In addition, the profiles show that the proposed vertical alignment passes very close to existing sewer utilities indicating very little room for error.</p> <p>No documentation regarding how the two pond sizes were estimated or how effective they might be has been provided. Pond 7 (Western Stock Show) is reported to have a storage volume of 32 acre-feet, just slightly smaller than Pond 2/3 (35 acre-ft) mentioned earlier. Since it is shown with a surface area of about one-fourth the size, the average depth would need to be about 25 ft. Maximum depth would be greater for the reasons cited earlier. However, in the profile drawings, the difference between the ground surface and pond bottom is no more than 20 ft meaning the size pond indicated is unlikely to be feasible.</p>		

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Z1	<p>Pond 7 (UPRR) is a long narrow “pond” suggesting that it would be better thought of as a wide channel with some attenuation capacity, but it would not perform as a detention pond would.</p> <p>This “detention” design only gets worse if the peak flows are underestimated or if a 150-yr storm comes.</p> <p><b>SOCIAL JUSTICE AND ENVIRONMENTAL JUSTICE</b></p>		
A2	<p>COMMENT 54</p> <p>According to EPA’s website on Environmental Justice, meaningful public engagement requires an integrated approach that advances (1) improving the natural and built environment, (2) preserving and improving housing, (3) improving health and wellness, and (4) mobility and accessibility for all. While we have heard CDOT tout its work on its public campaign for I-70, we request that CDOT demonstrate how it has addressed EPA’s guidance.</p>		<p><b>A2</b> Section 5.3, Environmental Justice, and Chapter 10, Community Outreach and Agency Involvement, of the Final EIS describe the public outreach and involvement process used for this project to ensure participation by low-income and minority people. The environmental justice analysis was performed according to state and federal guidance in order to ensure Title VI compliance, and was reviewed by the EPA. For information on Environmental Justice considerations, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For more information on CDOT’s public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
B2	<p>COMMENT 55</p> <p>The preferred alternative will create a much bigger zone of separation between the neighborhoods north of the project area and the rest of Denver. This socio-economic dislocation is supposed to be mitigated by the 800-foot cover. But the responsibility for making the cover into something other than a concrete slab is not clearly assigned, nor are any funds identified to create the park/green space/community center concepts which have been floated. This mitigating effect, therefore, cannot be taken seriously as part of the I-70 East project.</p>		<p><b>B2</b> Cover planning has been ongoing involving members of the community to include amenities that are needed in the neighborhood. All cover planning efforts are documented in Attachment P, Cover Planning Efforts, of the Final EIS. For information on the Preferred Alternative highway cover, please see PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>CDOT is still working with Denver and neighborhood partners to develop the details regarding long-term funding, operation and maintenance of park and green space on the cover. Funding, operations and maintenance of the cover will be committed prior to the construction of the I-70 East project.</p>
C2	<p>COMMENT 56</p> <p>Creating greater isolation of low income and minority communities is considered a violation of Environmental Justice standards. The below grade option will increase isolation of the Elyria and Swansea neighborhoods by:</p> <div><div>a. Tripling the width of the north-side divide between segments of the Elyria-Swansea neighborhood to over 320 ft.</div><div>b. Reducing the number of north-south cross streets from 14 to 6.</div><div>c. Erecting 8 to 14 foot sound barrier/safety walls in the residential portions of the below grade highway.</div></div> <p>Approximately one-third of the children who attend Swansea Elementary school live south of the highway. The school is properly located at the center of the neighborhood. But, widening the highway will create a greater hardship for these children getting to school.</p> <p>CDOT claims that it is mitigating this by inclusion of a single unventilated cover over a maximum of 800 feet of the 8000 foot trench. However, they offer no evidence that, given the increased width of the divide, this will be effectively utilized by the neighborhood or will compensate for the overall loss of cohesiveness occasioned by the project.</p>		<p><b>C2</b> The Preferred Alternative was developed in response to the community’s concerns to reconnect the Elyria and Swansea Neighborhood by removing the viaduct and placing the highway below ground level. This will eliminate the visual barrier created by the viaduct and perpetuated during the past 50 years. The cover over the highway in the lowered section will have a park or urban landscape on it that can draw in residents from both the north side and the south side of the highway, creating a seamless connection across the highway and providing additional connectivity within the neighborhood. The Preferred Alternative does not decrease the connectivity north and south across the highway. For information on the benefits of the Preferred Alternative highway cover, please see PA1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The Alternatives will also improve connectivity for pedestrians by adding and/or widening sidewalks on the north-south crossings over I-70. Further, replacement of viaducts and construction of highway covers like the one proposed in the Partial Cover Lowered Alternative have been used successfully elsewhere in the country to reconnect communities and provide park space, including in Boston and Seattle. For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on walkability and bicycle route improvements, please see TRANS2 of the</p> <p>Many mitigation measures have been identified in the Final EIS to offset the impacts of the project. For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>



Comments			Responses to Comments
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D2	COMMENT 57 Remaining residents in the Globeville, Elyria and Swansea neighborhoods may want improved doors, windows, and HVAC equipment. If the only mitigation is to offer loans, many residents will be unwilling or unable to make use of such resources. To the extent that residents are unable/unwilling to take out loans, this suggested mitigation does not accomplish what is needed.		D2 Environmental Justice mitigation have been refined for the Final EIS and are included in Section 5.3, Environmental Justice. Mitigation specific to the Preferred Alternative will be to provide residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—interior storm windows and two free portable or window-mounted air conditioning units with air filtration for dust and noise impacts during construction, and assistance for the potential additional utility costs during construction.  For more information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
E2	COMMENT 58 Please explain how a loan program for residents themselves to take on the financial burden of insulating their own homes is considered “fair treatment” or the result of “public contribution” under environmental justice guidelines? How would such a program not result in putting a financial burden on the victim, that is, the impacted resident and their family?		E2 Environmental Justice mitigation has been refined for the Final EIS and is included in Section 5.3 Environmental Justice. Mitigation specific to the Preferred Alternative will be to provide residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—interior storm windows and two free portable or window-mounted air conditioning units with air filtration for dust and noise impacts during construction, and assistance for the potential additional utility costs during construction.  For more information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
F2	COMMENT 59 In reviewing the SDEIS documents for I-70 East, we find only two relevant items put forward by CDOT to address social and environmental justice: (1) the creation of a loan program for residents affected by I-70 pollution to pay for their own home improvements to insulate and filter their own homes, and (2) the so-called “lid” south of the Swansea School site. Please clarify if there are other social justice or environmental justice aspects of the alternative. Further, please explain how these two items satisfy the intent and directives of the Presidential Executive Order 12898 (1994) and related Presidential Memorandum (1994) addressing environmental justice.  Time and again, members of the community, including community organizations and their leadership, as well as elected representatives have asked for CDOT and its partners to directly address “fair treatment” and “meaningful” public contribution and identify meaningful environmental justice investments in the community.		F2 Comments received during public outreach efforts were considered by CDOT and reasonable and feasible mitigation ideas were incorporated in the project as appropriate. In response, the project team has developed additional mitigation measures beyond those required or normally provided in Colorado to lessen the adverse impacts in the project study area. Environmental justice mitigation measures are included in Section 5.3, Environmental Justice, and are listed in Exhibit 5.3-8 of the Final EIS. For information on high and adverse impacts to the Environmental Justice communities, please see EJ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
G2	COMMENT 60 If CDOT were pursuing a project that would result in a pollution-exposure impact on a home or building in a community that was <i>not</i> an environmental justice community, what would be CDOT’s action (or tools) in that instance to reduce pollution exposure in the home or building?		G2 The mitigation proposed, including emissions reduction measures, the new doors, windows, and HVAC system for Swansea Elementary School, and interior storm windows and air conditioning units for residences between 45th and 47th Avenues from Brighton Boulevard to Colorado Boulevard exceeds mitigation provided in other CDOT projects. For more information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
H2	COMMENT 61 Federal environmental justice expectations discuss damage from past decisions for projects in environmental justice communities. What steps is CDOT taking to address past damage to Elyria and Swansea as a result of siting and operating I-70 along its current alignment for more than 50 years? Please cite where CDOT’s alternative corrects past damage inflicted on these environmental justice neighborhoods.  CDOT’s management has stated the following in public meetings: “We acknowledge that we have impacted these neighborhoods in the past.” “We want this project to be the last time we impact these neighborhoods.” Here is how that official messaging sounds to the communities:		H2 The reason that CDOT proposed the Partial Cover Lowered Alternative was to mitigate the impacts of the project by reconnecting the community across the highway and allowing Swansea Elementary School to remain in its existing location in response to community concerns. The Partial Cover Lowered alternative also addresses past I-70 impacts by improving north-south street and sidewalk connections. For more information on the benefits of the Preferred Alternative highway cover, please see PA1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.  The concerns regarding environmental justice have been adequately addressed in the Final EIS. For information on Environmental Justice mitigation, please see EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

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H2	<p>“Yes, we (CDOT) damaged your neighborhoods once; we’re just going to go in and damage them again one more time.” This approach fails to satisfy environmental justice requirements.</p>		
	COMMENT 62 Regarding the “lid” at the Swansea School site, CDOT has stated that is a unique aspect of the project to address justice. There has not been much observable enthusiasm or support from the residents. We request that CDOT provide more specific information on what exactly the lid is proposed to be.		
I2	<p>If CDOT were dealing with a school or other public facility so close to a roadway project in a non-environmental justice neighborhood, wouldn’t CDOT also provide for separation of the school and roadway in that setting as well? If the lid at Swansea School separates the highway from the school, it would seem that is necessary for CDOT to pursue, not because of environmental justice, but because CDOT has chosen to rehabilitate I-70 along its current alignment so close to the school. The lid is not a specific environmental justice investment in the neighborhood. Rather it is necessary given the location and alignment CDOT has chosen for its project to mitigate environmental impacts.</p>		<p><b>I2</b> CDOT offered to relocate the school, but residents of Elyria and Swansea neighborhood are in favor of the school staying at its current location with the Preferred Alternative. DPS also supports keeping the school in its existing location and believes the existing impacts from I-70 and the proposed project impacts to the school will be alleviated by the proposed mitigation measures. The landscaped cover over I-70 is an unprecedented concept in the Denver region as it is the result of extensive collaboration between CDOT, local governments, and the residents of the community. CDOT has not relocated other schools or public facilities, or provided as great a level of mitigation to such facilities, as a result of air quality questions in non-environmental-justice communities. For more information on relocating Swansea Elementary School, please see PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
J2	<p>Comment 63 The neighborhoods do not accept the resistance from CDOT to build the highway lid any longer than 900 feet. We understand that 900’ is the distance beyond which a ventilation system becomes a necessary part of the project. While there will be additional cost of ventilation to the overall project, the neighborhoods nevertheless request that CDOT intentionally invest in a solution to remove further air contaminants from the Elyria and Swansea environmental justice neighborhoods. These neighborhoods are already exposed to pollution and CDOT owes it to these neighborhoods to invest in a system that cleans transportation-related pollutants.</p>		<p><b>J2</b> The cover over the highway as described in the Final EIS will be just under 1000 feet long. There are no significant impacts that are associated with the project itself that would justify this mitigation. As discussed in the response to other comments elsewhere, I-70 Corridor-specific emissions are expected to drop considerably between now and 2035 and will not significantly vary among alternatives. For information on the air quality near the highway cover, please see AQ5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
K2	<p>Comment 64 CDOT should develop an alternative to the “partial cover” proposal, which includes a state-of-the-art ventilation system for the entire below-grade portion of a lowered I-70. The neighborhoods do not understand CDOT’s resistance to fully burying the entire stretch of I-70 through Elyria and Swansea from Adams Street to High Street. Again, the federal guidance on environmental justice would support that it is not only reasonable, but also highly ethical, for CDOT to deck the entire 16-block area below-grade portion of the highway, with state-of-the-art ventilation.</p>		<p><b>K2</b> This suggested alternative was eliminated from further consideration during initial screening of project alternatives because it would not allow for access to the I-25/I-70 interchange and would require building the highway through the South Platte River, resulting in unacceptable effects on aquatic and ecological resources and increased potential of encountering contaminated groundwater and soils.</p>
L2	<p>COMMENT 65 The full deck proposed at Vasquez and Steele under the 2013 so-called “Denver option” would be a very favorable environmental justice investment in these environmental justice neighborhoods. Separating the highway from the community at that location creates an extremely important opportunity to seam together the 700 families in Swansea north of I-70 and the 700 Swansea families south of I-70. The Steele Street deck is perhaps the most important catalyst the state and the city should invest in to provide these environmental justice communities a new foundation for rebuilding their damaged neighborhoods. The deck at</p>		<p><b>L2</b> The second cover over the highway is not included as part of the project, but will not be precluded from construction by others. Addition of a second cover would require air quality analysis. For information on the possibility of a second highway cover, please see PA8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

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L2	Steele Street is critical for creating a new central place for Swansea – a place for redevelopment of services, homes, and businesses – a place to heal the community from damage inflicted 50 years ago.		M2 The NEPA process for the EIS has developed an appropriate purpose and need statement for the project. For information on the project’s purpose and need, please GEN1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
M2	COMMENT 66 A solution that serves community values along with CDOT’s values of movement, has the best chance of being the “right” solution for neighborhoods, the City of Denver, and travelers. We request CDOT to expand its purpose and need for this project to reflect (1) neighborhood restoration and community rebuilding, (2) neighborhood improvement, including health and wellness, and (3) avoidance of neighborhood disruption in these environmental justice communities of Elyria and Swansea.		N2 To offset the loss of some residential units in the neighborhood, CDOT will provide \$2 million in funding to develop affordable housing units in the Elyria and Swansea Neighborhood through available programs.
	IMPACTS ON HOUSING		O2 There are no alternatives that meet the purpose and need for the project that avoid all property acquisition. For information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
N2	COMMENT 67 The housing stock in Elyria and Swansea serves a unique role in the city and the region and cannot be replaced. Homes in these neighborhoods are typically well-constructed, often serving multigenerational families, and have a higher-than-average ownership rate. Once again, this is an area where there is a conflict in values. CDOT’s document refers to buy-out programs and opportunities for relocation. That value system is based on viewing the project as requiring nothing more than a simple property transaction. We reject that perspective by CDOT.  From the neighborhood’s perspective, Elyria cannot continue to be Elyria if more than 50 families – families that are inter-related, families that are multi-generational, families with decades-long attachments to the community – are displaced. The current Elyria neighborhood community is 150 families focused on a 14-block area. CDOT’s current proposal is beyond damaging to Elyria, it is outright destructive. It violates both social justice and environmental justice principles related to placemaking and neighborhood building.		P2 Comment noted. For information on public-private partnerships, please see FUND2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
O2	COMMENT 68 The SDEIS should evaluate an alternative that does not require the removal of any households or local neighborhood businesses in either Elyria or Swansea. To that end, any alternative must stay within the current 118’ alignment of I-70.		Q2 CDOT will maintain ownership of the highway, with operational and maintenance performance measures written into any contract. For information on public-private partnerships, please see FUND2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
P2	COMMENT 69 While the experience of using 3Ps for financing infrastructure, including transit, appears to be positive in both Denver and nationally, the jury is out on 3Ps and roadways. There are examples where expectations have been met, but there are also concerning examples where expectations for use and income on 3P roadway projects have seriously fallen short.		
Q2	COMMENT 70 Privatization when it results in state and local governments turning over services and operation to for-profit companies and contractors is not acceptable. This reduces accountability to the		



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Q2	public, and allows for private boards and shareholders to make decisions outside of the public eye. As a matter of justice and morality, privatization does not necessarily protect the vulnerable in society or adequately safeguards and serves society as a whole. With regard to I-70, this introduces yet another value system that is even less accountable to impacted communities, and will likely not advance our commitment as residents of Elyria and Swansea to re-emerge as vibrant, healthy, and sustainable neighborhoods.		
R2	<p>COMMENT 71 Federal Highway Administration’s studies show that that 1/3 of the population in urban regions of the US do not own or operate automobiles. Translating that into metro Denver’s context, that means that of the 2.6 million metro area residents, approximately 850,000 do not drive. FHWA’s information cites the following factors: (1) age, (2) income, (3) transportation dependency, and (4) choice. Given that Elyria and Swansea are neighborhoods with residents fitting one or more of these FHWA factors, we know that more than a third of the residents in these neighborhoods do not drive cars.</p> <p>With that context, CDOT must address the mobility and accessibility benefits in its I-70 proposal for the residents of the environmental justice neighborhoods Elyria and Swansea. The CDOT proposal should include mobility and accessibility improvements to ensure that environmental justice residents of Elyria and Swansea have better and more reliable transit service – both local and regional – and improved bicycle and pedestrian connections throughout the neighborhoods themselves, as well as to adjacent neighborhoods and other destinations in the city. While the traditional entities that provide these types of improvements are RTD and the City and County of Denver, they are critical and moral environmental justice investments that CDOT should ensure are realized.</p>		<p><b>R2</b> RTD’s East Corridor Commuter Rail Line is planned to be opened in 2016. The rail line is generally parallel to I-70 between Brighton Boulevard and the Denver International Airport, with several stations located along the alignment. Because of its proximity to I-70, the rail will provide high-quality rapid transit service to enhance east-west mobility. In addition, the project will include upgrades to sidewalks and lighting on impacted streets, and will conform to Denver’s bike plan, improving mobility for non-vehicle modes. For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on walkability and bicycle routes improvement, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><i>Responses continue on the following page.</i></p>
S2	<p>COMMENT 72 CDOT should propose a solution for rehabilitating I-70 in a manner that actually heals these communities, and make them healthier than they are today. From a social justice and environmental justice perspective, we request CDOT to specifically address (1) designing its replacement infrastructure (i.e., the I-70 rehabilitation), (2) investments in the communities to correct past harm, and (3) further benefits to these environmental justice neighborhoods to create a future that is less polluted, better connected, and more sustainable.</p> <p>An alternative should include satisfy the following objectives:</p> <ul style="list-style-type: none"><li>a. An alternative that stays within the current highway footprint (approximately 118’); no existing homes or businesses are removed.</li><li>b. The continuation of north-south connectivity on all 10 existing residential streets that cross 46<sup>th</sup> Avenue from York Street to Steele Street (i.e., York Street, Josephine Street, Columbine Street, Elizabeth Street, Thompson Court, Clayton Street, Fillmore Street, Milwaukee Street, Saint Paul Street, Steele Street)</li></ul>		

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S2	<p>c. Investments to improve connectivity throughout the neighborhood as environmental justice, including:</p> <p>(1) Grade-separation from the railroad at 47<sup>th</sup> and York Street, using local standards with deviations and variations to avoid removing any homes or businesses.</p> <p>(2) Continuous local street connectivity between Globeville, Elyria, and Swansea along 47<sup>th</sup> Avenue to facilitate mobility within and between these neighborhoods.</p> <p>(3) Continuous local street connectivity to Park Hill, Stapleton, Montbello and DIA Gateway along 56<sup>th</sup> Avenue, 48<sup>th</sup> Avenue, and Smith Road.</p> <p>(4) Directing truck traffic around the neighborhoods.</p> <p>(a) A new loop road from 56<sup>th</sup> and Colorado Boulevard, west along 56<sup>th</sup> Avenue, then connecting to Brighton Boulevard with access south to the I-70 interchange at Brighton (alternate, 52<sup>nd</sup> Avenue).</p> <p>(b) Shifting the partial interchange at Vasquez Boulevard east to Colorado Boulevard to create a full interchange at Colorado.</p> <p>(c) Improvements to east-west avenues between Vasquez and Colorado (e.g., 48<sup>th</sup> and 50<sup>th</sup> avenues) to route truck traffic in the Vasquez industrial triangle east to the new complete interchange at I-70 and Colorado Boulevard.</p> <p>d. Complete curbs, gutters and sidewalks on all streets in Elyria and Swansea. Complete street and green street reconstruction of (1) Brighton Boulevard, (2) Steele Street/Vasquez, (3) York Street, (4) 47<sup>th</sup> Avenue, (5) 44<sup>th</sup> Avenue, and (6) 40<sup>th</sup> Avenue.</p> <p>e. Invest in bicycle connectivity within environmental justice neighborhoods of Elyria and Swansea, with safe and direct connections to the South Platte River Greenway, the Denver bikeway network, City Park, and the Park Hill neighborhood.</p> <p>f. Invest in improvements to the park and recreation system in the environmental justice neighborhoods of Elyria and Swansea, including investments to new facilities that are not necessarily directly adjacent to 46<sup>th</sup> Avenue (i.e., CDOT's I-70 alignment), but still within the official boundaries of the environmental justice neighborhoods of Elyria and Swansea. The outcome should be expansion of park facilities to meet the level-of-service standards for parks and open space to meet</p>		<p><b>S2</b> CDOT has provided mitigation for the impacts of the project, according to NEPA and other federal and state rules and guidance. Environmental Justice mitigation measures have been refined for the Final EIS and are included in Section 5.3 Environmental Justice. The reason that CDOT proposed the Partial Cover Lowered Alternative was to mitigate the impacts of the project, to reconnect the community across the highway, and to allow Swansea Elementary School to remain in its existing location in response to community concerns. Comments received during public outreach efforts were considered by CDOT and reasonable and feasible mitigation ideas were incorporated in the project as appropriate. In response, the project team has developed additional mitigation measures beyond those required or normally provided in Colorado to lessen the adverse impacts in the project study area. Environmental justice mitigation measures are listed in Exhibit 5.3-8.</p> <p>The concerns presented in this comment have been adequately addressed in the Final EIS. For information on the benefits of the Preferred Alternative highway cover, please see PA1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on walkability and bicycle routes improvement, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on truck traffic impacts on adjacent neighborhoods, please see TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on the features of the Preferred Alternative highway cover, please see PA4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
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S2	<p>urban standards for the City of Denver. The green-space and green-streets connectivity between parks and open space facilities discussed above are also requested investments.</p> <p>g. Transfer CDOT-owned lands at Vasquez/Steele Street to the Denver Urban Renewal Authority for redevelopment as the Swansea town center. Invest in projects that result in Elyria and Swansea becoming more complete communities with new services and public facilities.</p> <p>h. Invest in a housing reinvestment strategy to lead efforts to provide infill housing on vacant lots and redevelopment sites.</p> <p>i. Establish a business start-up program for residents of these environmental justice neighborhoods. The program should also include scholarships for business training for the young people who call Elyria and Swansea home.</p> <p>This can be accomplished in a number of ways that require CDOT’s engineers to start and end with a commitment to develop a solution that introduces no new impacts (damage) into the neighborhoods and demonstrability rectifies past damage (impacts) in these environmental justice neighborhoods. To that end, the current CDOT “partial cover” proposal as currently presented fails.</p>		
	<p>COMMENT 73</p> <p>The conclusion that a surface boulevard would have traffic volumes like “Colorado Boulevard” or “Santa Fe Drive” is not based on evidence. If there is a comprehensive traffic management solution for multiple facilities throughout northeast metro Denver, we believe a surface boulevard system from I-270 to I-25 could be designed to carry traffic similar to East Alameda Avenue Parkway – and not Santa Fe Drive.</p> <p>Please note that City freeway plans in the 1960s would have resulted in Alameda being a freeway – i.e., the so-called Mountain Freeway. The fact that the freeway was removed from the plan has not resulted in Alameda Avenue carrying Santa Fe Drive levels of traffic. Rather, Alameda is part of broader network of connected streets and avenues in east metro Denver. We acknowledge that advocates for the Mountain Freeway likely cited “time-savings” for eastern metro residents if Alameda Avenue were a freeway, but the neighbors, community leaders, and decision-makers of that day decided that quality of life in the communities along Alameda Avenue and maintaining neighborhood character in these unique areas of the City outweighed a “time-savings” solution.</p> <p>Elyria and Swansea must be given the same consideration and respect - that maintaining and enhancing community character, as well as improving the health and quality of life of residents in these neighborhoods are critical values. These values should trump the CDOT current alternative that is so focused on “time savings” for vehicles. The SDEIS alternative results in further damaging these environmental justice neighborhoods, if not outright destroying them –</p>		
T2	<p>Based on the traffic analysis, traffic volumes forecasted for 2035 on 46th Avenue if I-70 was to be rerouted will be 10 to 20 times higher (more than 50,000 vehicles per day) than the traffic forecasted for 46th Avenue with the alternatives that leave the highway at its current location. See Attachment C, Alternatives Analysis Technical Report Addendum to the Final EIS. For information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>		

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T2	especially Elyria. Doing right by the communities must be the primary guiding principle.		
U2	<p>COMMENT 74</p> <p>A surface boulevard option that respects these environmental justice neighborhoods, improves connectivity in these environmental justice neighborhoods, and becomes a major legacy for placemaking in these reemerging environmental justice neighborhoods can complement the parkways and boulevards elsewhere in the city. Such a rehabilitation of I-70 is possible, feasible, and needs to be considered as an alternative.</p>		<p><b>U2</b> Rerouting I-70 while leaving 46th Avenue at its current location encourages highway users to use 46th Avenue to reach their destinations rather than staying on I-70. Because of this, there will be a substantial increase in traffic volumes on 46th Avenue, which introduces safety, access, and mobility issues in the surrounding neighborhoods and also creates a barrier for bicyclists and pedestrians moving through the community. For information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
V2	<p>COMMENT 75</p> <p>The SDEIS must address the relationship between climate change and social justice such as reducing carbon and greenhouse gas emissions, transitioning away from fossil fuel reliance in moving people and goods, and ensuring that environmental justice communities are not disproportionately impacted by climate change.</p>		<p><b>V2</b> Discussions on greenhouse gasses are included in Section 5.10, Air Quality in the Final EIS.</p>
W2	<p>COMMENT 76</p> <p>To date, this process has been backwards – the environmental justice neighborhoods have been looked at as “clean slates” for CDOT engineers to come up with whatever moves cars. CDOT should reverse the process by defining parameters that keep these environmental justice neighborhoods intact, and then have the engineers design a solution that fits within the neighborhood context, and results in better and healthier communities.</p>		<p><b>W2</b> The reason that CDOT proposed the Partial Cover Lowered Alternative was to mitigate the impacts of the project by reconnecting the community across the highway and allowing Swansea Elementary School to remain in its existing location in response to community concerns. Comments received during public outreach efforts were considered by CDOT and reasonable and feasible mitigation ideas were incorporated in the project as appropriate. In response, the project team has developed additional mitigation measures beyond those required or normally provided in Colorado to lessen the adverse impacts in the project study area. For information on the Preferred Alternative highway cover, please see PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
	<p><b>HISTORIC PRESERVATION</b></p>		
X2	<p>COMMENT 77</p> <p>The historic preservation system, as we know it today, sought to address the destructive highway practices of the 1950s and 1960s that demolished numerous historic, often poor and ethnic, neighborhoods. Unfortunately, CDOT's preferred alternative will impact negatively just these types of neighborhoods - Globeville, Elyria, and Swansea. And, to add insult to injury, these are the same areas that bore the brunt of the damage when I-70 originally was built.</p> <p>The assessment of historic resources in the SDEIS, while technically adequate, has missed an amazing opportunity. There is a need to think outside the Criterion C box. The buildings in Globeville, Elyria, and Swansea are neither high-style nor architect designed. They are better analyzed, along with their surroundings, as a cultural landscape showing the ethnic, cultural, and physical evolution of an important industrial region within the metro area. This approach recognizes these neighborhoods for what they truly are: not sites but homes, not buildings but the family-owned businesses, long-established churches, and de facto landmarks that transform tracts on a map into much-cherished neighborhoods.</p> <p>We urge the final EIS to consider the significance and integrity of Globeville, Elyria, and Swansea as a cultural landscape. In a rapidly growing and modernizing Denver, these ethnic neighborhoods are some of the only remaining evidence of our city's industrial heritage. The contemporary vision of Denver as a community of start-ups and craft breweries would not be</p>		<p><b>X2</b> CDOT has consulted with the SHPO and other consulting parties to the Section 106 process, and they have concurred with the findings of eligibility and effect. For information on preserving the impacted historic properties, please see IMP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

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X2	<p>possible without the industrial history lived and worked in Globeville, Elyria, and Swansea. Please honor that important history in the final EIS.</p> <p>COMMENT 78</p> <p>The historic context included in the original EIS is very lacking in its discussion of appropriate areas of significance, as well as including numerous factual errors and a seeming lack of comprehension of the history covered. The SDEIS does little to address the inadequacy of the historic context, referring the reader to the context in the EIS. The SDEIS contains only two sentences about the ethnic and racial history of the area. As the historic context establishes the basis for assessing the National Register eligibility of the resources identified, this is a major reason for questioning the validity of the evaluation of the properties. [Please see below a fuller discussion of this issue.] As the National Register Bulletin, <i>How to Apply the National Register Criteria for Evaluation</i>, states: “Decisions concerning the significance, historic integrity, documentation, and treatment of properties can be made reliably only when the resource is evaluated within its historic context. The historic context serves as the framework within which the National Register Criteria are applied to specific properties or property types.”<sup>26</sup> The same bulletin notes, “[t]he significance of a historic property can be judged and explained only when it is evaluated within its historic context.”<sup>27</sup></p> <p>Prominent historians of the city’s past have found the neighborhoods of Globeville, Elyria, and Swansea to possess great importance relating to Denver’s industrial, ethnic, and development history, yet few resources other than ditches, railroads, and other business/industry buildings were evaluated as significant under Criterion A for their association with that history. Lyle W. Dorsett and Michael McCarthy in <i>The Queen City: A History of Denver</i> cite Globeville as one of the industrial suburbs that Denver’s early twentieth century power elite channeled money into for the city’s growing population: “Once annexed, they helped account for the physical expansion of Denver . . .”<sup>28</sup> Thomas J. Noel and Stephen Leonard observe that “immigrants swarmed” into the industrial districts of Swansea and Globeville, working “in the fiery ore furnaces that became Denver’s largest industry during the 1880s.”<sup>29</sup> They note that Globeville, Elyria, and Swansea were for many years the sites of flourishing ethnic enclaves of Poles, Slavs, German-Russians, and other immigrants.<sup>30</sup> Yet the SDEIS indicates only one house and one postwar residential district are considered eligible under Criterion A.</p> <p>The <i>National Register Bulletin</i> indicates: “Traditional cultural significance is derived from the role a property plays in a community’s historically rooted beliefs, customs, and practices. Properties may have significance under Criterion A if they are associated with events, or series</p>		<p>Y2 CDOT has consulted with the SHPO and other consulting parties to the Section 106 process, and they have concurred with the findings of eligibility and effect. In addition, the ACHP was asked to participate and declined. For information about historic properties, please see the technical report Section 106 Determination of Effects, included as Attachment I of the Final EIS.</p>

<sup>26</sup> U.S. Department of the Interior, National Park Service, Cultural Resources, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: National Park Service, 1997), 1.

<sup>27</sup> Ibid, 7.

<sup>28</sup> Lyle W. Dorsett and Michael McCarthy, *The Queen City: A History of Denver*, 2<sup>nd</sup> ed., (Boulder: Pruett Publishing Co., 1986), 80.

<sup>29</sup> Stephen J. Leonard and Thomas J. Noel, *Denver: Mining Camp to Metropolis* (Niwot: University Press of Colorado, 1990), 58.

<sup>30</sup> Leonard and Noel, Id.

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<div>of events, significant to the cultural traditions of a community.” An example of an eligible traditional cultural property is given: “An urban neighborhood can be eligible as the traditional home of a particular cultural group and as a reflection of its beliefs and practices.”<sup>31</sup> The three neighborhoods, as home to immigrant groups who continued to practice their cultural traditions and religious beliefs, should have been evaluated for significance under Criterion A. It is likely that they possess additional significance for their religious, educational, civic, and other resources. Please note that under the National Register’s Criteria C, a group of buildings that do not possess individual distinction can be considered important if they collectively represent a significant entity. A property may qualify for the National Register if it is associated with an important historic context and retains integrity necessary to convey its significance.<sup>32</sup> In this case, it appears that the period of significance for many properties may have been incorrectly established as ending in the early twentieth century, thus erroneously resulting in categorizing resources as noncontributing. Also note that those properties potentially eligible under Criterion A generally are not required to meet as high a level of integrity as those nominated under Criterion C (Architecture).</div> <div>COMMENT 79 After a brief examination of the original I-70 East EIS Cultural Resources Survey Report we offer the following observations and additional information.</div> <div><div>Y2</div><div><div>a.</div><div>The cultural resources survey included areas along two alternative corridors and a 600 foot offset to either side of the centerline of each corridor. For a massive undertaking such as this, the 600 foot area of potential effect seems small; obviously this project will impact areas beyond 600 feet away, probably as much as half a mile or more away. What is the APE for similar large projects today?</div></div><div><div>b.</div><div>The project recorded 518 buildings on OAHP Architectural Inventory 1403 forms. These forms were not included in the materials and do not appear to be online, so it is not possible to determine the extent of research conducted on individual properties. It appears most evaluations were based on architectural significance (Criterion C) and integrity.</div></div><div><div>c.</div><div>The Historic Context is woefully inadequate and inaccurate for a project of this magnitude and significance. Several sections appear to consist of summarizing a context produced by someone else in 1984 (thirty years ago) rather than on readily available recent scholarly work (such as Leonard and Noel’s <i>Denver: Mining Camp to Metropolis</i>). Several important historic themes receive less than a page of discussion. For example: Native Americans are covered in 1/3 of a page; Agriculture and Ranching received 1/5 of a page; and the ethnic heritage of Globeville, Elyria, and Swansea is discussed in one sentence.</div></div></div> <div><div><sup>31</sup> Leonard and Noel, Id., 13. <sup>32</sup> Id., 3.</div></div> <div>35</div>			<div>In many instances the context reads as if the writer had little understanding of the topics covered. For example, on page 10 under the heading “Urban Development,” the authors state: “The cities of Denver and Auraria were founded in 1858. These early towns competed to attract business and settlers throughout the late 19<sup>th</sup> Century and early 20<sup>th</sup> Century.” The correct information is that Auraria and Denver City were founded in 1858, became rivals for a short period, and decided to merge and form Denver in 1860. In the next paragraph, the authors indicate: “The brisk growth the Plains had experienced slowed slightly toward the end of the 19<sup>th</sup> Century.” It is somewhat unclear why the authors refer to the Denver area as “the Plains,” but more egregious is their description of a slight slowdown. In the late 1890s the country, and especially Colorado, was recovering from the impact of the Panic of 1893, a major economic depression that resulted in massive unemployment, closing of banks, and failure of businesses. Leonard and Noel devote an entire chapter to the economic cataclysm.</div> <div>On page 11 the context indicates “Downtown Denver, itself a Local Landmark District, consists of a number of nationally registered historic districts and other local landmark districts.” This indicates not even a cursory understanding of the Downtown Denver Historic District and is not accurate. All of Downtown Denver is not a landmark district; the district consists of forty-three individual buildings within downtown. Nor are there “a number of nationally registered historic districts” as the authors list on page 11. For example, the Champa Street Historic District is not listed in the National Register, nor is the 16<sup>th</sup> Street Historic District that is mentioned; these are areas that were identified a number of years ago as being <i>potential</i> historic districts.</div> <div>Under the heading “Nearby Neighbors,” the context discusses Elyria’s early days at some length but does not do the same for Swansea or Globeville. No description of the area’s important ethnic history is provided, nor is there much description of the important cultural, industrial, religious, educational, and business history of the area. Three sentences are allotted to the area along the Platte River known as “the bottoms,” which is known to have been an important area of settlement and farming for immigrants.</div> <div>The context appears to lack discussion of any events after the early twentieth century, and most of its focus is on the nineteenth century, thus leaving out most of an important 100 years in the area’s history.</div> <div><div><div>Y2</div><div><div>d.</div><div>On page 19, section 5.1.1, the report discusses the period of construction for the 519 resources surveyed, stating that 149 were built between 1880 and 1900. As Denver County Assessor dates of construction are notoriously unreliable for early periods of construction, one wonders what records this analysis used. No information is provided that would allow an evaluation of the accuracy of this</div></div></div></div> <div>36</div>		

The information on these pages has been reviewed. Responses to specific comments are included on the previous page.



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Y2	<p>data. It is striking that 272 of the resources surveyed dated between 1941 and 1965 because this demonstrates the neighborhood was undergoing important development during that historic period, which should have been discussed in the context.</p> <p>e. The survey (page 19, section 5.1.2) found a large number, 131 of 519 resources or about one out of every four, “eligible for listing on the National Register, either individually or as a contributing resource in a historic district.” This is a high percentage of significant buildings, especially if historic significance was not evaluated. As the survey forms were not included with the report, we could not evaluate the quality or quantity of historical research conducted, which might add information on additional significance of the properties. (Note that the SDEIS assessment included 126 NRHPA eligible, listed, or contributing properties and four eligible districts).</p> <p>f. On page 50, section 5.1.4.1, the report indicates that “the windshield reconnaissance survey tentatively outlined one large potential historic district that included portions of both the Elyria and Swansea neighborhood. However, when the elements of the combined neighborhood were examined after the intensive survey, the results did not support the determination of a historic district. The conclusion was primarily based on the Elyria and Swansea neighborhood’s lack of sufficient integrity to merit NRHP historic district status.”</p> <p>The report then indicates that “the area does not convey the same feeling, setting, and association that the Elyria and Swansea neighborhood did at the turn of the 20<sup>th</sup> Century.” This is an important statement because the authors indicate they judged the area based on what it looked like about 1900. The Period of Significance (POS) for individual buildings or a district is a very important evaluation to undertake. Essentially it encompasses the period of time the property achieved historic significance. To state that the POS for the Swansea and Elyria neighborhood ended about 1900 entirely ignores its important twentieth century history. Once the POS is established, the integrity of the resources is evaluated by comparing their current appearance to what they looked like during the POS. So you can understand that cutting it off about 1900 would make it very difficult for many resources to have excellent historic physical integrity from that period. If the POS were extended to fifty years before the present date (the usual definition of historic), it might change the whole discussion. Also, please remember that the property can be judged important for its LOCAL significance.</p>		<p>The information on these pages has been reviewed. Responses to specific comments are included on the previous page.</p>
	<p>See APPENDIX A, Additional Information for Historic Preservation.</p>		

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<p><b>CONCLUSION</b></p> <p>The value system of the neighborhoods that will be affected include the following. The neighborhoods are a cohesive and close-knit community of families and friends. Residents value being a neighborhood called Elyria and a neighborhood called Swansea. And they value making the neighborhoods more complete, with services and retail located in the neighborhoods; healthier, with less exposure to pollution; and more sustainable environmentally, economically and socially.</p> <p>Many residents, officials, professionals, and community leaders have stated repeatedly that CDOT’s project can only be successful if it starts with an understanding of these neighborhoods, is designed to fit the context of these neighborhoods, and results in these neighborhoods being more vibrant and healthier communities after the project is completed than today.</p> <p>The impacted neighborhoods are not like those affected by TREX. They are neither suburban nor rural neighborhoods. Engineering solutions that may be appropriate in those settings are not necessarily appropriate in Elyria and Swansea. Instead, these neighborhoods pre-existed I-70 and have been seriously impacted by pollution, noise, and smell because of I-70.</p> <p>These neighborhoods see a future as reemerging and more vibrant places. Residents look forward to welcoming new neighbors and friends as they take steps to re-knit their own streets and parks together, as well as re-knit their neighborhoods to adjacent neighborhoods and communities in northeast metro Denver. That is the context in which I-70 exists.</p> <p>The following individuals contributed the comments submitted herein:</p> <ul style="list-style-type: none"><li>• Bill DeGroot, PE, FASCE</li><li>• Glenn R. Hanley, Ph.D., Retired Educator</li><li>• Keith Howard, Board of Directors: Sunnyside United Neighbor, Inc, Past President and Vice-President: SUNI</li><li>• Roger Kilgore, PE, Principal: Kilgore Consulting and Management</li><li>• Armando Payon, President: Globeville Neighborhood Association 2</li><li>• John Prosser, Professor Emeritus, Architecture and Urban Design, Chair Emeritus: Design Review Board, University of Colorado; Former Pilot, USAF</li><li>• James “Skip” Spensley, ESQ. Spensley &amp; Associates</li><li>• Peter Swift, PE, Swift and Associates, LLC</li><li>• Thaddeus J. Tecza, Ph.D., Senior Instructor Emeritus, Department of Political Science, University of Colorado Boulder</li><li>• Howard N. McGregor, PE, Engineering Dynamics Inc.</li></ul> <p>Thank you very much for taking these extremely serious concerns of the neighbors into consideration.</p> <p>Sincerely, Barbara J.B. Green</p>			<p>APPENDIX A</p> <p>Additional Information on Historic Preservation</p> <p><b>Useful Information from U.S. Department of the Interior, National Park Service</b></p> <p><b>RESEARCH AND THE NATIONAL REGISTER FORM</b></p> <p>Researching a historic property for National Register nomination differs from researching a property for other purposes. Information collected must be directed at determining the property's <b>historical significance</b>. When evaluating a property against National Register criteria, significance is defined as the importance of a property to the history, architecture, archeology, engineering, or culture of a community, a State, or the nation. Significance may be based on association with historical events (Criterion A); association with a significant person (Criterion B); distinctive physical characteristics of design, construction, or form (Criterion C); and potential to yield important information (Criterion D).</p> <p>Every National Register nomination must place a property in its <b>historic context</b> to support that property's significance. Historic context means information about the period, the place, and the events that created, influenced, or formed the backdrop to the historic resources. The discussion of historic context should describe the history of the community where the property is located as it relates to the history of the property.</p> <p>Two other considerations affect evaluation of significance: <b>association</b> and <b>period of significance</b>. <b>Association</b> refers to the direct connection between the property and the area of significance for which it is nominated. For a property to be significant under historic events (Criterion A), the physical structure must have been there to "witness" the event or series of events; they must have actually occurred on the nominated property. For a property to be significant for an association with an individual (Criterion B), the individual should have lived, worked, or been on the premises during the period in which the person accomplished the activities for which the individual is considered significant. <b>Period of significance</b> refers to the span of time during which significant events and activities occurred. Events and associations with historic properties are finite; most properties have a clearly definable period of significance.</p> <p>Lastly, a property is evaluated for its <b>integrity</b>: the authenticity of physical characteristics from which properties obtain their significance. When properties retain historic material and form, they are able to convey their association with events, people, and designs from the past. All buildings change over time. Changes do not necessarily mean that a building is not eligible; but, if it has radical changes, it may no longer retain enough historic fabric, and may not be eligible for the National Register. Historic integrity is the composite of seven qualities: location, design, setting, materials, workmanship, feeling and association.</p> <p>The National Register nomination form records the property at the time of its listing and justifies how the property qualifies for National Register listing. In addition, the form contains</p>		

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<p>other data elements that should be reviewed before research is initiated. They include the location, size, and boundaries of the property; category and numbers of contributing resources; historic and current functions; architectural classification and materials; area and period of significance; and bibliography.</p> <p>One of the most challenging tasks of research is knowing when you have gathered enough material. You are ready to complete the National Register nomination form when the following questions can be answered:</p> <ul style="list-style-type: none"><li>• What was the property called at the time it was associated with the important events or persons, or took on its important physical character that gave it importance?</li><li>• How many buildings, structures, and other resources make up the property?</li><li>• When was the property constructed and when did it attain its current form?</li><li>• What are the property's historic characteristics?</li><li>• What changes have been made over time and when? How have these affected its historic integrity?</li><li>• What is the current condition of the property, including the exterior, grounds, setting, and interior?</li><li>• How was the property used during its period of significance and how is it used today?</li><li>• Who occupied or used the property historically? Did they individually make any important contributions to history? Who is its current owner?</li><li>• Was it associated with important events, activities, or persons?</li><li>• Which National Register criteria apply to the property? In what areas of history is the property significant?</li><li>• How does the property relate to the history of the community where it is located?</li><li>• How does the property illustrate any themes or trends important to the history of its community, State, or nation?</li><li>• How large is the property, where is it located, or what are its boundaries?</li><li>• Would this property more appropriately be nominated as part of a historic district?</li></ul> <p><b>UNDERSTANDING HISTORIC CONTEXTS</b></p> <p>To qualify for the National Register, a property must be significant; that is, it must represent a significant part of the history, architecture, archeology, engineering, or culture of an area, and it must have the characteristics that make it a good representative of properties associated with that aspect of the past. This section explains how to evaluate a property within its historic context. <i>(For a complete discussion of historic contexts, see National Register Bulletin: Guidelines for Completing National Register of Historic Places Registration Forms).</i> The significance of a historic property can be judged and explained only when it is evaluated within its historic context. Historic contexts are those patterns or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within history or prehistory is made clear. Historians, architectural historians, folklorists, archeologists, and anthropologists use different words to describe these phenomena such as trend, pattern, theme, or cultural affiliation, but ultimately the concept is the same.</p>			<p>The concept of historic context is not a new one; it has been fundamental to the study of history since the 18th century and, arguably, earlier than that. Its core premise is that resources, properties, or happenings in history do not occur in a vacuum but rather are part of larger trends or patterns.</p> <p>In order to decide whether a property is significant within its historic context, the following five things must be determined:</p> <ul style="list-style-type: none"><li>• The facet of prehistory or history of the local area, State, or the nation that the property represents;</li><li>• Whether that facet of prehistory or history is significant;</li><li>• Whether it is a type of property that has relevance and importance in illustrating the historic context;</li><li>• How the property illustrates that history; and finally</li><li>• Whether the property possesses the physical features necessary to convey the aspect of prehistory or history with which it is associated.</li></ul> <p>These five steps are discussed in detail below. If the property being evaluated does represent an important aspect of the area's history or prehistory <i>and</i> possesses the requisite quality of integrity, then it qualifies for the National Register.</p> <p><b>HOW TO EVALUATE A PROPERTY WITHIN ITS HISTORIC CONTEXT</b></p> <p><b>Identify what the property represents: the theme(s), geographical limits, and chronological period that provide a perspective from which to evaluate the property's significance.</b> Historic contexts are historical patterns that can be identified through consideration of the history of the property and the history of the surrounding area. Historic contexts may have already been defined in your area by the State historic preservation office, Federal agencies, or local governments. In accordance with the National Register Criteria, the historic context may relate to one of the following:</p> <ul style="list-style-type: none"><li>• An event, a series of events or activities, or patterns of an area's development (Criterion A);</li><li>• Association with the life of an important person (Criterion B);</li><li>• A building form, architectural style, engineering technique, or artistic values, based on a stage of physical development, or the use of a material or method of construction that shaped the historic identity of an area (Criterion C); or</li><li>• A research topic (Criterion D).</li><li>•</li></ul> <p><b>Determine how the theme of the context is significant in the history of the local area, the State, or the nation.</b></p> <p>A theme is a means of organizing properties into coherent patterns based on elements such as environment, social/ethnic groups, transportation networks, technology, or political developments that have influenced the development of an area during one or more periods of prehistory or history. A theme is considered significant if it can be demonstrated, through scholarly research, to be important in American history. Many significant themes can be found in the following list of Areas of Significance used by the National Register.</p>		

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<div><div><div>AREAS OF SIGNIFICANCE</div><div><div><div>Agriculture</div><div>Architecture</div><div>Archeology</div><div>Prehistoric</div><div>Historic--Aboriginal</div><div>Historic--Non-Aboriginal</div><div>Art</div><div>Commerce</div><div>Communications</div><div>Community Planning and Development</div><div>Conservation</div><div>Economics</div><div>Education</div></div><div><div>Engineering</div><div>Entertainment/Recreation</div><div>Ethnic Heritage</div><div>Asian</div><div>Black</div><div>European</div><div>Hispanic</div><div>Native American</div><div>Pacific Islander</div><div>Other</div><div>Exploration/Settlement</div><div>Health/Medicine</div><div>Industry</div><div>Invention</div></div><div><div>Landscape Architecture</div><div>Law</div><div>Literature</div><div>Maritime History</div><div>Military</div><div>Performing Arts</div><div>Philosophy</div><div>Politics/Government</div><div>Religion</div><div>Science</div><div>Social History</div><div>Transportation</div><div>Other</div></div></div></div></div> <div><div>Determine what the property type is and whether it is important in illustrating the historic context.</div><div>A context may be represented by a variety of important property types. For example, the context of "Civil War Military Activity in Northern Virginia" might be represented by such properties as: a group of mid-19th century fortification structures; an open field where a battle occurred; a knoll from which a general directed troop movements; a sunken transport ship; the residences or public buildings that served as company headquarters; a railroad bridge that served as a focal point for a battle; and earthworks exhibiting particular construction techniques.</div><div>Because a historic context for a community can be based on a distinct period of development, it might include numerous property types. For example, the context "Era of Industrialization in Grand Bay, Michigan, 1875 - 1900" could be represented by important property types as diverse as sawmills, paper mill sites, salt refining plants, flour mills, grain elevators, furniture factories, workers housing, commercial buildings, social halls, schools, churches, and transportation facilities.</div><div>A historic context can also be based on a single important type of property. The context "Development of County Government in Georgia, 1777-1861" might be represented solely by courthouses. Similarly, "Bridge Construction in Pittsburgh, 1870-1920" would probably only have one property type.</div><div>Determine how the property represents the context through specific historic associations, architectural or engineering values, or information potential (the Criteria for Evaluation).</div><div>For example, the context of county government expansion is represented under Criterion A by historic districts or buildings that reflect population growth, development patterns, the role of</div></div>			<div><div>government in that society, and political events in the history of the State, as well as the impact of county government on the physical development of county seats. Under Criterion C, the context is represented by properties whose architectural treatments reflect their governmental functions, both practically and symbolically. (See <a href="#">Part VI: How to Identify the Type of Significance of a Property.</a>)</div><div>Determine what physical features the property must possess in order for it to reflect the significance of the historic context.</div><div>These physical features can be determined after identifying the following:</div><div><div><div>Which types of properties are associated with the historic context,</div><div>The ways in which properties can represent the theme, and</div><div>The applicable aspects of integrity.</div></div></div><div>Properties that have the defined characteristics are eligible for listing. (See <a href="#">Part VIII: How to Evaluate the Integrity of a Property.</a>)</div><div>Properties Significant within More than One Historic Context</div><div>A specific property can be significant within one or more historic contexts, and, if possible, all of these should be identified. For example, a public building constructed in the 1830s that is related to the historic context of Civil War campaigns in the area might also be related to the theme of political developments in the community during the 1880s. A property is only required, however, to be documented as significant in one context.</div><div>Comparing Related Properties</div><div>Properties listed in the National Register must possess significance when evaluated in the perspective of their historic context. Once the historic context is established and the property type is determined, it is not necessary to evaluate the property in question against other properties if:</div><div><div><div>It is the sole example of a property type that is important in illustrating the historic context or</div><div>It clearly possesses the defined characteristics required to be strongly representative of the context.</div></div></div><div>If these two conditions do not apply, then the property will have to be evaluated against other examples of the property type to determine its eligibility. The geographic level (local, State, or national) at which this evaluation is made is the same as the level of the historic context.</div><div>LOCAL, STATE, AND NATIONAL HISTORIC CONTEXTS</div><div>Historic contexts are found at a variety of geographical levels or scales. The geographic scale selected may relate to a pattern of historical development, a political division, or a cultural area. Regardless of the scale, the historic context establishes the framework from which decisions about the significance of related properties can be made.</div></div>		


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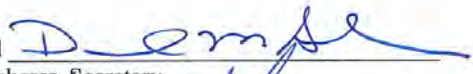
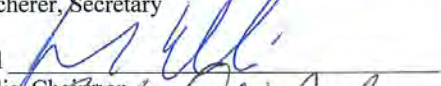
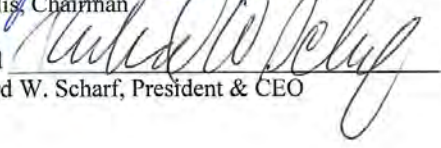
Comments			Responses to Comments
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<p><b>Local Historic Contexts</b></p> <p>A local historic context represents an aspect of the history of a town, city, county, cultural area, or region, or any portions thereof. It is defined by the importance of the property, not necessarily the physical location of the property. For instance, if a property is of a type found throughout a State, or its boundaries extend over two States, but its importance relates only to a particular county, the property would be considered of local significance.</p> <p>The level of context of archeological sites significant for their information potential depends on the scope of the applicable research design. For example, a Late Mississippian village site may yield information in a research design concerning one settlement system on a regional scale, while in another research design it may reveal information of local importance concerning a single group's stone tool manufacturing techniques or house forms. It is a question of how the available information potential is likely to be used.</p>			<p>These pages were included as an attachment to the comment and have been reviewed.</p>

Comments			Responses to Comments
Source: Letter	Document Number: 701	Name: Urban Land Conservancy	
 <p>October 30, 2014</p> <p>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street Denver, CO 80222 Via email: <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></p> <p>The Urban Land Conservancy (ULC) is a nonprofit organization that invests in real estate to achieve a variety of long-term benefits for Denver communities. As a stakeholder in the Globeville, Ellyria-Swansea (GES) neighborhoods, we are providing our comments on the recently completed I-70 East Supplemental Draft Environmental Impact Statement (SDEIS). Thank you for the opportunity to comment on this critical phase of the planning process to reconfigure the I-70 corridor.</p> <p>ULC would like to call attention to our concerns regarding potential impacts including social and economic conditions, environmental justice, relocations and displacements, historic preservation, visual resources and aesthetic qualities, parks and recreation, air quality, noise, and hazardous materials.</p> <p>Potential residential displacement due to additional right of way acquisition for the project requires relocation services with quality replacement housing within the same community for up to 53 households in the Elyria and Swansea neighborhoods, which may be affected by the expansion of I-70. At a minimum that is the obvious baseline displacement mitigation strategy. Less obvious but no less important is the following:</p> <ol style="list-style-type: none"> <li><b>1. Replacement of lost homes through the creation of new affordable housing units at a 3:1 ratio</b> We believe that, as the public entity responsible for the potential displacement, the Colorado Department of Transportation (CDOT) should commit funds to provide new affordable replacement housing options limited to areas within GES. CDOT's first priority should be to replace impacted existing single family homes at a 1:1 ratio for a total of 53 new quality single-family homes at a price affordable to the impacted households. If homes are to be replaced by multifamily units because of land price and assemblage issues, CDOT should replace the impacted homes at a 3:1 ratio for a total of up to 159 affordable rental units to compensate for the potential lower density of residents per unit in multifamily developments vs. single family homes. CDOT should make approximately \$12-15M available to the City of Denver earmarked for the proposed GES affordable replacement housing.</li> <li><b>2. Commitment to sourcing 30% of hiring needs from local residents and giving first priority to local businesses for project-related contracts</b> Potential mitigation for adverse impacts to existing local businesses and GES community residents, such as traffic and transportation disruption during the project construction process, should include access to workforce training and middle skill level jobs and by supporting existing businesses wherever possible—thus injecting much needed capital into the local neighborhood economy. This should be accomplished by implementing targeted education and workforce</li> </ol> <p>Page 1 of 1</p>			<p><b>A</b> Comment noted.</p> <p><b>B</b> CDOT has the obligation to assist displaced occupants in obtaining suitable replacement property, both residential and business. It is not consistent with CDOT's mission as a state agency to construct new housing. However, as part of mitigation included with the Preferred Alternative, CDOT will provide \$2 million to develop affordable housing units in the Elyria and Swansea Neighborhood through existing available programs. These program and non-profits have not been determined at this time. For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><b>C</b> CDOT is developing a strategic approach to preparing and creating opportunities for individuals in the local communities to obtain employment on the project. CDOT is currently collaborating with local workforce centers to determine how CDOT might be able to leverage existing resources to maximize workforce development in anticipation of the project. The contractor will be expected to comply with and develop innovative approaches to development of the local workforce. For more information on the contractor's hiring requirements, please see GEN5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>



Comments			Responses to Comments
Source: Letter	Document Number: 701	Name: Urban Land Conservancy	
<div><div>C</div><div></div><div>training programs at locations within the affected GES area, focusing on local residents and giving first priority to local businesses for project related contracts.</div></div> <div><div>D</div><div>3. Commitment the extension of mitigation and relocation options to homes w/in 500 ft. of the future borders of I-70.</div><div>Without intervention, the I-70 reconfiguration will negatively affect the property value of adjacent homes and the quality of life of affected residents. We believe that CDOT should implement attractive and efficient mitigation structures that insulate homes from negative effects such as noise, atmospheric pollutants and visually unappealing circumstances.</div></div> <div><div>E</div><div>4. Commit to engaging the North Denver Cornerstone Collaborative (NDCC) and the Denver Urban Renewal Authority (DURA):</div><div>CDOT should engage with the North Denver Cornerstone Collaborative and Denver Urban Renewal Authority and RTD's FasTracks initiative to effectively coordinate a unified strategy for planning, funding and implementing the active large scale multiple redevelopment efforts in GES. A focus on identifying sustainable new job training, employment, and affordable transit oriented development opportunities a part of the Mayor's NDCC Corridor of Opportunity Initiative can revitalize the social, economic and physical fabric of GES to significantly improve the quality of life for impacted residents.</div></div> <div><div>F</div><div>5. Whenever possible, prioritize the use of long term land leases in providing permanently affordable new housing opportunities in GES:</div><div>Where community real estate assets such as affordable housing are created, CDOT funding and resources should opt to require long-term land leases using the Community Land Trust model to ensure affordability beyond the 15-30 year covenants typically required by federal affordable housing programs. This will ensure that investments in the community and affordability in the GES neighborhoods will exist in perpetuity with no additional public subsidies required and multiple families will benefit from both affordability a share of future equity in cases of homeownership on ground leased property. The Community Land Trust model has proven highly successful in over 250 neighborhoods across the U.S. in both preventing displacement and stabilizing underserved communities.</div></div> <div><div>Thank you again for taking the time to consider our comments on this important issue.</div><div><div>Best,</div><div>Tony Pickett</div><div>Vice President – Master Site Development</div><div>x Tony Pickett</div></div><div><div>urbanlandc.org</div><div>Page of</div></div></div>			<div><div>D</div><div>CDOT has developed mitigation to offset the project impacts; they have also developed additional mitigation measures beyond those normally required and provided in Colorado. Some of these additional mitigation measures will be provided to homes between 45th and 47th avenues. For more information on proposed mitigation, please see IMP1 of the Frequently Received Comments and Responses of the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>Only those parties directly displaced by CDOT for the project will eligible for relocation assistance from CDOT. For information on relocation of residences that will not be acquired by the project, please see PROP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>E</div><div>CDOT continues to coordinate with Denver and RTD on the project. For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>F</div><div>Comment noted.</div></div>

Comments			Responses to Comments
Source: Submittal	Document Number: 397	Name: Visit Denver	
<p><b>Welcome:</b> <a href="mailto:contactus@i-70east.com">contactus@i-70east.com</a></p> <p><b>Re: I-70 East EIS - SDEIS COMMENTS</b></p> <p><b>From:</b> "Carrie Atiyeh" <b>Date:</b> Fri, October 24, 2014 2:48 pm <b>To:</b> "contactus@i-70east.com" &lt;contactus@i-70east.com&gt;</p> <p>Good afternoon CDOT,</p> <p>The Board of Directors of VISIT DENVER, The Convention &amp; Visitors Bureau, passed the attached resolution in support of CDOT's preferred alternative.</p> <p>Please do not hesitate to contact me if you have any questions about the resolution or VISIT DENVER's support.</p> <p>Thank you, Carrie</p> <hr/> <p>VISIT DENVER The Convention &amp; Visitors Bureau Celebrating 105 Years of Promoting Denver, the Mile High City</p> <p>Join the Denver Conversation! Facebook: facebook.com/visitdenver&lt;<a href="http://www.facebook.com/visitdenver">http://www.facebook.com/visitdenver</a>&gt; Twitter: twitter.com/iknowdenver&lt;<a href="http://www.twitter.com/iknowdenver">http://www.twitter.com/iknowdenver</a>&gt; YouTube: youtube.com/visitdenver&lt;<a href="http://www.youtube.com/visitdenver">http://www.youtube.com/visitdenver</a>&gt;</p> <p>Carrie Atiyeh Director, Government &amp; Community Affairs DIRECT 303.571.9466 MOBILE 720.771.9847 FAX 303.892.1636</p>			<p><b>A</b> Comment noted.</p>

Comments			Responses to Comments
Source: Submittal	Document Number: 397	Name: Visit Denver	
<div><p><b>Resolution in Support of CDOT I-70 East Preferred Alternative</b></p><p><b>WHEREAS</b>, it is a vital function of the I-70 corridor to serve nearly 1,200 local businesses, provide direct and convenient highway access to the National Western Complex, which is vital to the long-term success of the National Western Stock Show, and provide safe and swift vehicle passage between downtown Denver and Denver International Airport; and</p><p><b>WHEREAS</b>, the Denver City Council supports the vision and detailed planning which focuses on neighborhoods, safety, environmental impacts, and regional connectivity along the I-70 corridor; and</p><p><b>WHEREAS</b>, the Denver Mayor, Denver City Council, Denver Metro Chamber of Commerce, Downtown Denver Partnership and many others support the reconstruction of I-70 in its current location and alignment; and</p><p><b>WHEREAS</b>, the Colorado Department of Transportation’s (CDOT) preferred alternative, also known as the Partial Cover Lowered (PCL), will replace the viaduct with a lowered highway between Brighton Boulevard and Colorado Boulevard; and</p><p><b>WHEREAS</b>, the PCL will provide enhanced multi-modal connectivity and strengthen the Globeville and Elyria-Swansea communities through a partial cover over the highway; and</p><p><b>WHEREAS</b>, CDOT, the City and County of Denver, and numerous stakeholders continue to work together toward the best possible modifications to enhance the connectivity across I-70 to restore critical connections between Globeville and Elyria-Swansea neighborhoods, increase the ease of transportation from DIA to downtown, and provide better access to the National Western Stock Show Complex;</p><p><b>THEREFORE BE IT RESOLVED</b>, that the Board of Directors of VISIT DENVER, The Convention &amp; Visitors Bureau supports CDOT’s efforts to improve and reconstruct I-70 East in its current alignment without delay and to provide a safer and more attractive entry point to Denver through the proposed lowered and capped highway. Support of the comprehensive project and development plan for the covered section of highway are subject to review of final design plans.</p><div><div><div>Signed  Dan Scherer, Secretary</div><div>Signed  Joe Ellis, Chairman</div><div>Signed  Richard W. Scharf, President &amp; CEO</div></div><div><div>Date 10/22/14</div><div>Date 10/22/14</div><div>Date 10/23/14</div></div></div></div>			<div>The information on these pages has been reviewed. Responses to specific comments are included on the previous page.</div>